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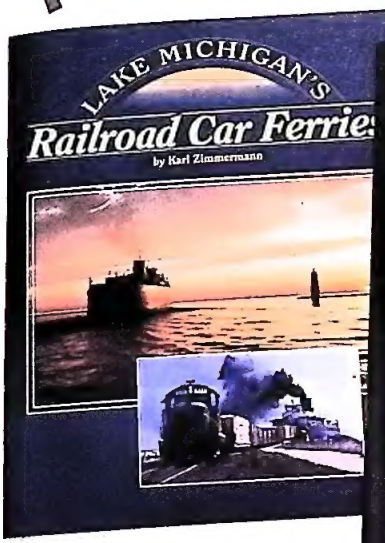

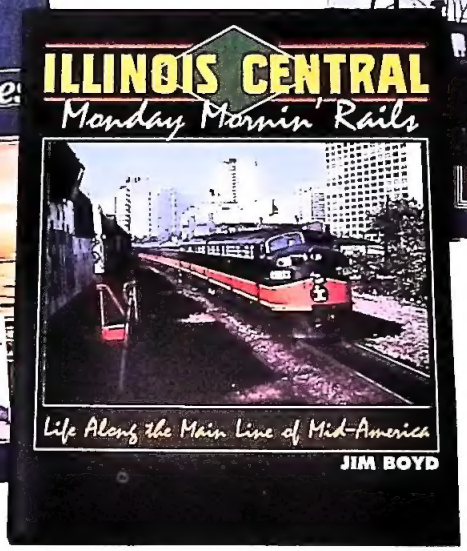

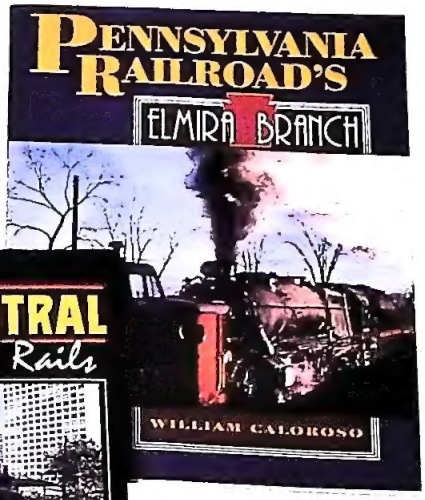

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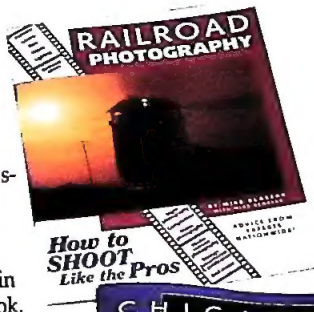

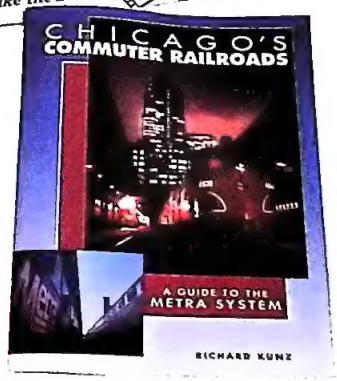

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KODACHROME: BOB KRIEGER

UP SD40X 3042, originally EMD demonstrator 434C, was photographed (**left**) at Cheyenne, Wyoming, in August 1993. While returning from Houston last year, the UP steam crew discovered the historic diesel in a dead line at Fort Worth. It was later moved to Cheyenne, where it now resides safe from the scrapper's torch. See page 50.

Railnews

NEW AMTRAK CARS hitting the rails this year include the Superliner sleeper 32072, *Arkansas*, seen (**right**) at White River Junction, Vt., on August 24, 1993, on its way from the Bombardier railcar plant in Barre, Vt. Note the new paint scheme. See page 50.

COLOR PRINT: HARLEY KUEHL

NEBRASKA CENTRAL is a newly formed short line, owned by the Rio Grande Pacific Corporation, which has assumed operations on more than 200 miles of UP branch lines across eastern Nebraska. Freshly-painted GP40M 4203 was at UP's Council Bluffs yard on September 4 (**below**). See page 50.

KODACHROME: MICHAEL HOFF

A FIRE AT THURMOND, West Virginia, shortly before midnight on August 21, destroyed the wooden C&O enginehouse that had stood on pilings along the bank of the New River since 1905. On August 22, the site was still smoldering as CSX train 302 rolled eastward (**bottom**). See page 51.

TRIPLE CROWN SERVICE is now a 50-50 joint business between Norfolk Southern and Conrail. On July 31, Conrail B36-7 5028 led a long string of Triple Crown RoadRailers east on NS track at Flat Rock, Ohio (**below**). Both NS and Conrail are opening several new RoadRailer routes. See page 51.

KODACHROME: FRANK S. NOVAK

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From the Publisher's desk: A Festival Grows in Hoboken

The name Hoboken brings smiles to out-of-staters. Located on the Hudson River directly west of Manhattan, its waterfront was once dominated by factories, railroad yards and shipping piers. Dutch and German immigrants led the settlers in Hoboken, followed by other diverse peoples.

Hoboken was always a vital transportation hub with ferries shuttling passengers and freight across the river. Anything heading west out of New York City had to cross the Hudson. Trying unsuccessfully to get New Jersey's legislature to build a steam railroad, Col. John Stevens, a ferry operator himself, invented a steam locomotive of his own and ran it on a circular track in Hoboken in 1824. He was instrumental in getting a charter for the Pennsylvania Railroad in Pennsylvania. The Stevens Institute is named after him.

The huge yards of the Delaware Lackawanna & Western faced the waterfront, and along with the Erie, Pennsylvania and Jersey Central offered commuter rail service with ferry access to New York. Today all the old ferry operations are gone, and commuter service in New Jersey is provided primarily by New Jersey Transit which now operates the Lackawanna Terminal with connecting service to Manhattan provided by the PATH (Port Authority Trans-Hudson) subway trains which tunnel beneath the river — although there is now a new ferry service to Manhattan which uses much smaller vessels than the traditional railroad-owned ferries.

For 13 years the Lackawanna Terminal has been home to the Hoboken Festival, an annual affair sponsored by NJ Transit and the City of Hoboken. For railfans this has become a major event, as the entire terminal becomes a one day museum, shopping, eating and entertainment festival. Railroad displays this year included examples of NJT's Swedish-built ALP 44 electric locomotives, F40PH2s, GP40Ps and U34CHs. Other power included a Metro-North GP40, Morristown & Erie C424 and Conrail GP38. NJT and MNCRR also displayed Comet I, IA, IB, II, III and Arrowrail cars. Also on hand were the United Railroad Historical Society's Reading RS3 492 and the Susquehanna M-1 Budd car restored by the NYS&WTechnical&Historical Society and such private cars as the *Morris County* (M&E ex-NYC), the 1914-vintage *Blue Ridge* (Classic Rail Cars) and Var Chandra's NYC No.3. About 15 modern and vintage buses were also on hand, including part of Chet Furmanek's collection. Catching the eye of many was a 25-seat 1937 vintage bus in Public Service yellow, a two-year restoration by Bill McKelvey, once a common vehicle on PS lines in the northern part of the state. McKelvey has turned the bus over to the Friends of the NJRR&T Museum. Bus and rail trips were also offered during the day. There were tours of NJT's Meadowlands Maintenance Complex, the new Kearny Connection (still being built) and a Wild West trip. If you missed this year's Festival, mark your calendar for next year's show. NJT likes you to come in by bus or rail, but there is plenty of parking if you live in areas not served by NJT.

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Cover

The First Place winner in the 1993 Cover One Contest is Bob Bahrs of Dover, New Jersey, with this night shot which was set up on the Black River & Western tourist railroad at Ringoes, N.J., on August 13, 1993. Kermit Geary, Jr., and John Tully illuminated the scene with Lumedyne electronic flash units. Bob was thinking about the Cover One Contest when he framed the scene vertically. For a full description of the contest and the other winners, see page 84. Kodachrome by Bob Bahrs.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1993 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Canadian (includes GST) $31.00 for one year, $59.00 for two years and $75.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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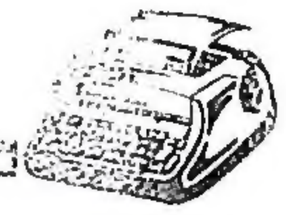

That's not an accordion

Incidentally, the instrument Mr. Rose is playing on page 50 of the Lake Michigan carferry coverage in your October '93 issue is a concertina, not an accordion. Concertinas have push buttons, accordions have keys!

ROBERT E. GILE
Eau Claire, Wisc.

Plant switching only

I enjoyed seeing a photo of our 44-tonner (Turlock Western No. 25) in the October 1993 issue. However I need to point out that we do not operate the three mile Chemurgic branch. It is still owned and operated by Union Pacific. Our operations are only within the Chemurgic plant.

Both 44-tonners, the Union Pacific caboose and the Baldwin S8 are owned by myself and three other railfans. We are in the process of forming a rail museum, and volunteers are welcome. We have lots of track and mechanical work to do. If anyone is interested, please contact me at the address below.

CHARLES BARNES
2425 Pine Ridge Drive
Modesto, CA 95351

Adding Trinchera details

I thoroughly enjoyed "Where's Trinchera Pass?" in the October 1993 issue. However, I would like to point out some changes brought about by BN's changing to "Corridor timetables" effective January 1, 1993. The Southern Corridor Timetable No.1 shows:

A. Trinchera Pass is now on the Twin Mountain Subdivision (Trinidad, Colo., to Texline, Texas) of the Amarillo Division (Pueblo, Colo., to Valley Junction, Texas [just north of Wichita Falls, Texas]). The Subdivision operates on Track Warrant Control/Automatic Block Signal from Texline to Des Moines, N.M., and Centralized Traffic Control from Des Moines to Trinidad, Colo.

B. AAR Channel 70 (161.160 MHz) is in service from Texline, to Beshoar, Colo., and AAR Channel 66 (161.100 MHz) is in service from Beshoar to Trinidad Yard.

C. Trackside Failed Equipment Detectors (FED) are located at MP 217.5 (AAR 66) about three miles west of Beshoar (MP 220.2); MP 245.1 (AAR 70) about six miles west of Trinchera, NM (MP 251.0); MP 290.1 (AAR 70) a little over two miles west of Des Moines (MP 292.5), and MP 319.0 (AAR 70) about four miles east of Grenville, N.M. (MP 315.6).

D. Shows a Mobile Radio Access System (MRAS) capability only at Texline, Texas, on the Red Channel (161.505/160.665 MHz). However, from other information there appears to be MRAS access at Trinidad on the Red Channel and at Des Moines on the Blue Channel (161.565/160.620 MHz).

Although it may be a little nippy come December, I plan to look over the area while on

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a short driving vacation, between college semesters, to visit friends in Colorado Springs.

DAVID H. GAINES
Wichita Falls, Texas

ATS versus ATC

In the October 1993 issue of R&R, you refer in two places to the Metra E8s being placed on the front of Amtrak trains to pilot them over the Chicago & North Western's "ATS" territory.

This may be a trivial matter, but Automatic Train Stop is not the same as Automatic Train Control, which is what's found on the C&NW east-west main line. (C&NW still has ATS on the "North" and "Northwest" suburban lines.) In both systems you have to acknowledge the warning signal received when the train reaches a signal (wayside or cab) displaying other than a clear aspect. After the acknowledgement, though, nothing further would happen in ATS — but in ATC, the train will automatically be brought down to the prescribed speed — restricted speed if a restrictive signal has been passed, or the maximum speed if that had somehow been exceeded. The C&NW system is somewhat primitive in that only the "clear" and "restricting" indications are given.

The cab signals on the east-west main line are an important part of the ATC system since they have replaced wayside signals at most points (with a few exceptions, such as east of Proviso, the only wayside signals to be found on the main line are the distant signals and home signals for interlockings).

Many UP locomotives are equipped with the capability of leading on C&NW's main line these days, and there are C&NW locomotives equipped with UP's cab-signal system. One wonders whether it would be cost-effective for these two railroads to standardize on the same system, rather than equipping certain locomotives with both systems.

CARL SHAVER
Lombard, Ill.

⇐ *The C&NW must have upgraded to ATC from ATS since I moved to New Jersey, because a C&NW engineer clearly explained the same thing to me back in the 1960s and emphasized that the West line had ATS, not ATC. Thanks for the update* — J.B.

New England corrections

The October '93 RAILNEWS carried a short piece concerning the New Hampshire Central, a new operation over state-owned trackage in the northern part of New Hampshire.

I don't relish the role of nit-picker, but when two factual errors creep into a news item about a railroad in my neighborhood, I will speak out.

The St. Lawrence & Atlantic Railroad is a subsidiary of Emons Railroad Group, Inc., and not CN North America. Emons, of York, Pa., also operates the Maryland & Pennsylvania and Yorkrail properties. Several years ago Emons purchased the line from what is now CN North America. It was CN's Berlin Sub-Division, locally known as the Grand Trunk.

No railroad, either the Maine Central or the North Stratford, ever had an interchange with the CP or any other line in Beecher Falls, Vermont. Beecher Falls

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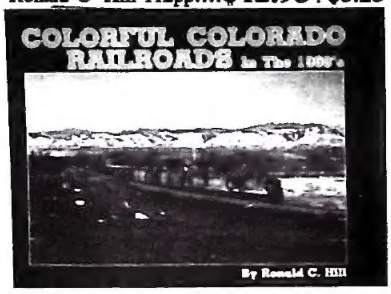

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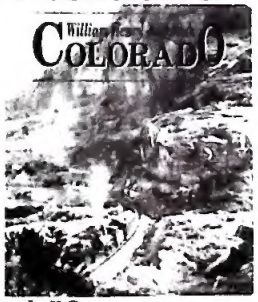

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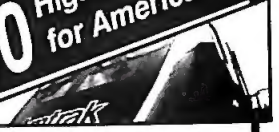

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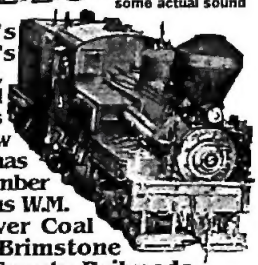

Mr. Thieme's 1940's & 50's films of Shay, Heisler and Climax Locos on the Meadow River, Ely-Thomas and Mower Lumber Companies, plus W.M. Ritter, Elk River Coal and Lumber, Brimstone and Graham County Railroads. Also includes some logging action in the Woods and Lumber Mill scenes.

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served as long as it did as a rail terminus because of the existence of a furniture manufacturing plant that once shipped its products in boxcars. The Maine Central once had trackage extending north of Beecher Falls (abandoned in 1925) that connected with Canadian Pacific in Cookshire, Quebec.

DWIGHT SMITH
Kersarge, N.H.

Don't forget the trolley museum

David Patch did a great job on Connecticut's Shore Line East in the October '93 issue, including a very readable text and some fine photography. There was one glaring omission, however. When David mentioned other potential diversions for visiting railfans, he neglected the Shore Line Trolley Museum (Branford Electric Railway Association) in East Haven, Connecticut. Its collection of over 100 electric rail cars includes a large number of Connecticut Company trolleys. With the recent publication of Carstens' *Connecticut Company Streetcars* (reviewed in that same issue), the museum is an especially interesting place to spend some time while waiting for the late afternoon parade of F-units and Geeps to begin.

RUSSELL J. OTTENS
Tifton, Ga.

Rotary innards

Subsequent to the disastrous snowfall of 1993 across the United States, the old rotary snowplows were very much in evidence.

There have been many exciting photos in the railway press, and on video, of these magnificent machines in action. But one never gets to see the insides of a rotary, such as Cumbres & Toltec steam rotary OY, or even a diesel-electric one on the big roads. Could this be remedied for the many railfans who, dwelling in more moderate climes, never see a rotary "in the flesh," so to speak.

JAMES D.F. BULLEN
Surrey, B.C.

Actually, three videos come to mind with excellent tours of rotary innards. "Steam Rotary" by Greg Scholl Video Productions, P.O. Box 123, Bu[illegible], 513/732-0660 (90 minutes, $[illegible] shipping and 6% sales tax) and "Today's Snowplow Through the Rockies" by Railway Productions, 8081 S. Madison, #243, Indianapolis, IN 46227; 800/248-9670 (60 minutes, $29.95 postpaid) both cover the 1991 runs of C&TS rotary OY, and both tapes present separate tours of the mechanical workings of the cylinders, gears and basic cab functions. These tours were staged in the Chama yard. During the May 1993 runs of rotary OY, the C&TS set a "no visitors" policy on the OY, so no one got the tour in 1993. A tour of a newer standard gauge rotary is presented in "California Rotary Action" from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 (45 minutes, $29.95 plus $4.00 shipping and 8.25% sales tax) in which UP's Steve Lee explains the innards, history and operation of their diesel-electric rotary between plow runs in the Portola and Feather River Canyon area during winter 1992-93 — M.D.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate **Date**, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Motive power is N&W Class J 4-8-4 611.

November 6-7, Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chap-

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- Dan Rather, Anchor
CBS News

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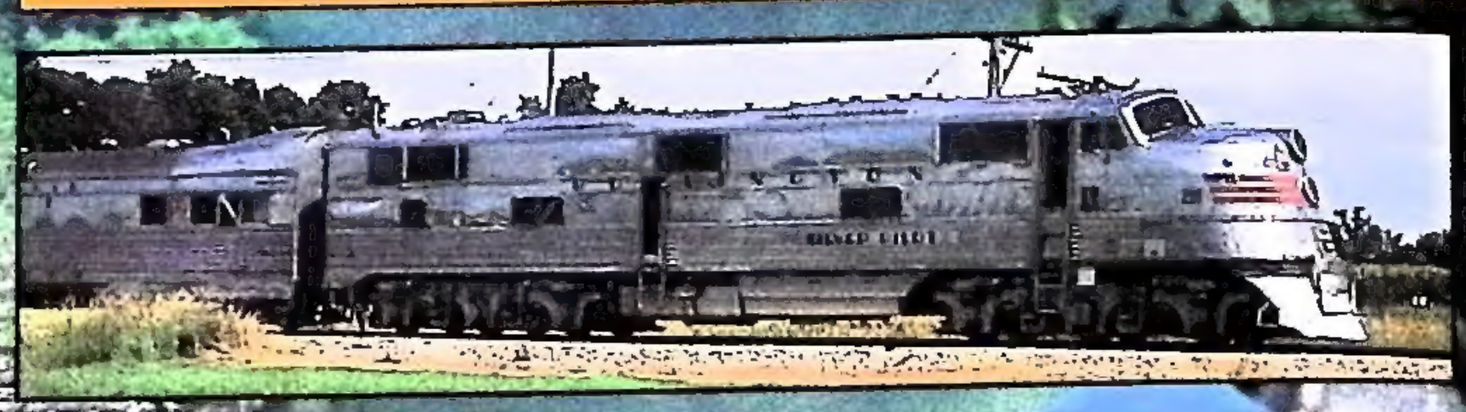

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Metra F-Units power a commuter train to the Illinois Railway Museum where you'll see an operating Electro-Liner, a Frisco Ten-wheeler, the *Nebraska Zephyr*, and other exotic steam, diesel and electric stock. As an extra bonus for transit fans, there's a trip on CTA's 'L', and a ride on the famous South Shore line.

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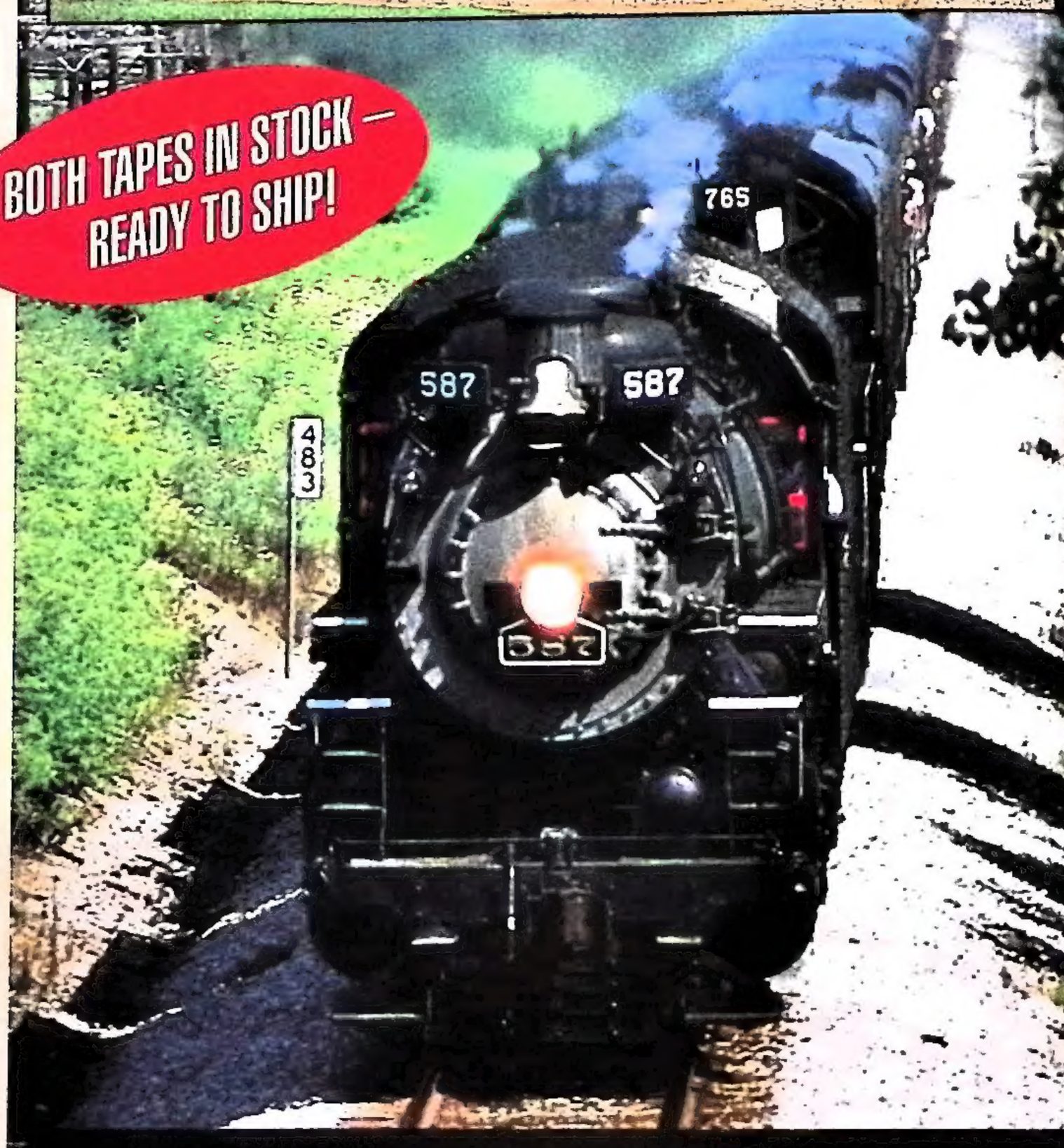

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Slim Gauge Logging in Tuolumne County

Most American steam-powered logging railroads had faded into oblivion by the 1940's. However, West Side Lumber Company still had significant stands of timber to harvest from inaccessible tracts in the Sierra Nevada mountains, and their three-foot-gauge logging railroad, with its geared engines, steamed along until 1960. The fascination of "back woods" railroading, enhanced by the rugged beauty of its locale and the lure of the narrow gauge, made the West Side a legend in its own time.

Don Olsen's collection of vintage films provides an amazing picture of the West Side during its final twenty years, and is augmented by maps, historic still photos, and aerial views of many camps. In the spring, double-headed Shays and a wedge-plow clear snow from the line and start the season's action. Unusual scenes such as link 'n' pin work trains, wrecks, and flying switches make this West Side epic one of the most comprehensive records yet offered.

Veteran Bert Bergstrom began his West Side engineman's career in 1916. His reminiscences breathe life into these sights and sounds of a now-vanished era. This total picture of the West Side operation, masterfully crafted by filmmaker Warren Haack, will gratify logging aficionados, historians and railfans alike. Black and white, color and full sound track.

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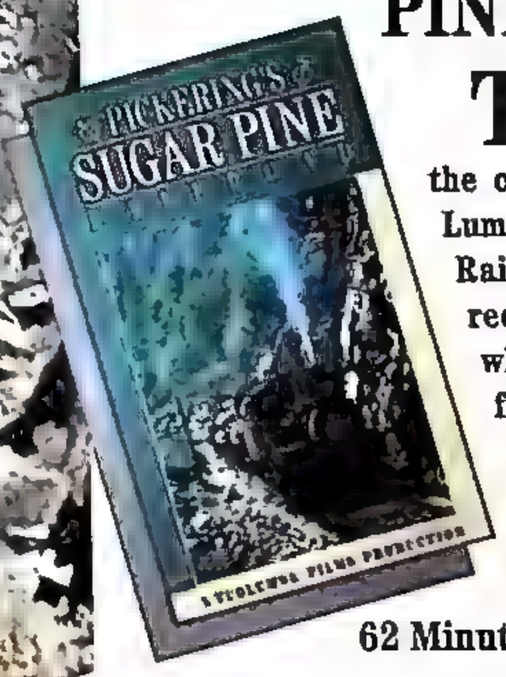

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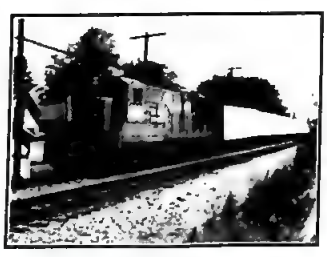

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PORT CLINTON, PENNSYLVANIA, November 7. "*Mt. Carmel Limited*" rare-mileage Budd RDC round trip on the Reading & Northern to Mt. Carmel Junction via Tamaqua, Mahanoy Tunnel and Locust Summit. Depart 9am, return approximately 4:30pm. Tickets, $35, by advance mail order only. Send payment and SASE to: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066, or phone: 908/454-4848.

HYANNIS, MASSACHUSETTS, November 14. Best Railfan Day Yet at Cape Cod Railroad. 90-mile excursion featuring two F-units, two GP9s, ten-car train, photo runbys and more. Departs 10am. For trip flyer, contact: Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

ALLAIRE, NEW JERSEY, November 27-28 and December 4-5, 11-12 and 18-19. Annual *Christmas Express* at Pine Creek Railroad in Allaire State Park, GSP Exit 98, I-195 Exit 31, featuring steam-powered trains with Santa on board, noon-3pm. Fare $2. Contact: Gary Crawford, New Jersey Museum of Transportation, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524 days, 908/922-3983 evenings.

WHIPPANY, NEW JERSEY, November 28 and December 5, 11-12 and 18-19. *Santa Claus Special* at Whippany Railway Museum, Route 10 West & Whippany Road, departing hourly noon-4pm. Adults $6, under 12 $3, lap babies free. Contact: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

BOSTON, MASSACHUSETTS, December 11. *34th Street Express* chartered Amtrak shopper's special to New York City departs 7am, returns by 11pm. Adult $60, under 12 $50, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

TRAVERSE CITY, MICHIGAN, December 17-January 2. Third Annual Festival of Trains at City Opera House, 12-8pm (closed Christmas and New Year's Eve). Adults $3, children $1. Contact: City Opera House, 112½ East Front Street, Traverse City, MI 49684.

BOSTON, MASSACHUSETTS, January 22. "*Snowflake Special*" chartered Amtrak to Berkshire Mountains. Depart South Station 8am, return 8pm. Additional boarding in central Massachusetts. Choice of sleigh rides, seasonal activities and more. Adults $70, ages 5-12 $45, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Great Eastern Publishing*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $2.50 shipping & handling (Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of over 300 rail attractions. The 1993 (28th annual) edition is currently available.

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RAILROADIANA MEETS

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-8141), will hold train shows on the following dates at locations listed, 10am-4pm. Admission $2.50, family maximum $5, seniors $2.

November 6, Parma, Ohio, Parma High School, 6285 W. 54th Street. **November 14**, Euclid, Ohio, Euclid High School, 651 E. 222nd Street. **November 28**, Eastlake, Ohio, Eastlake High School, 34041 Stevens Boulevard. **December 5**, Solon, Ohio, Solon High School, 33600 Inwood Drive. **December 12**, Euclid, Ohio, Euclid High School, 651 E. 222nd Street.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

November 6-7, Indianapolis, Indiana, Indiana Convention Center, 100 South Capitol Avenue. **November 6-7**, Los Angeles, California, L.A. County Fair & Expo, White & McKinley. **November 13-14**, Denver, Colorado, National Western Stock Show, 4655 Humbolt Street. **November 13-14**, Phoenix, Arizona, Arizona State Fairgrounds, 1826 West McDowell Road. **November 20-21**, San Diego, California, San Diego Concourse, 202 C Street. **November 27-28**, Detroit, Michigan, Michigan Expo & Fairgrounds, 1120 West State Fair. **November 27-28**, Collinsville, Illinois, Gateway Center, One Gateway Center.

December 4-5, Louisville, Kentucky, Commonwealth Convention Center, 221 Fourth Avenue. **December 11-12**, Kansas City, Missouri, Bartle Hall, 13th & Broadway. **December 11-12**, San Jose, California, Santa Clara County Fairgrounds, 344 Tully Road. **December 18-19**, Cincinnati, Ohio, Cincinnati Convention Center, 6th & Elm. **December 18-19**, Seattle, Washington, Western Washington Fairgrounds, 9th & Meridian.

January 8-9, Houston, Texas, George R. Brown Center, Walker & U.S. 59. **January 15-16**, Syracuse, New York, New York State Fairgrounds, State Fair Boulevard. **January 22-23**, Nashville, Tennessee, Nashville Municipal Auditorium, 417 4th Avenue. **January 22-23**, Costa Mesa, California, Orange County Fairgrounds, 88 Fair Drive. **January 29-30**, St. Louis, Missouri, Cervantes Convention Center, 801 Convention Plaza. **January 29-30**, Phoenix, Arizona, Arizona State Fairgrounds, 1826 West McDowell Road.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Edison, New Jersey, November 6-7, Raritan Center Expo Hall. **Cherry Hill, New Jersey,** November 13-14, Garden State Park. **Monroeville, Pennsylvania,** November 20-21, Pittsburgh Expo Mart. **Atlanta, Georgia,** November 27-28, Atlanta Expo Center. **Wilmington, Massachusetts,** November 27-28, Shriner's Auditorium.

Timonium, Maryland, December 4-5, Timonium Fairgrounds. **Philadelphia, Pennsylvania,** December 11-12, Philadephia Civic Center, $6. **New Haven, Connecticut,** December 18-19, New Haven Coliseum.

West Palm Beach, Florida, January 1-2, South Florida Fairgrounds. **Virginia Beach, Virginia,** January 8-9, Virginia Beach Pavilion. **Jacksonville, Florida,** January 8-9, Greater Jacksonville Fairgrounds. **Albany, New York,** January 15-16, University of Albany RAC Center. **Palmetto, Florida,** January 22-23, Manatee Convention Center. **Atlanta, Georgia,** January 29-30, Atlanta Expo Center.

FRANKLIN SQUARE, NEW YORK, November 7 and December 26. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

MT. CLEMENS, MICHIGAN, November 7. Gratiot Valley Railroad Club Fall 1993 Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.50, 12 and under free. Contact: Greg Rich, P.O. Box 214, Mt. Clemens, MI 48043-0214; 313/468-4877.

ASHEVILLE, NORTH CAROLINA, November 13. 4th Western Carolina Train Show at National Guard Armory, Exit 47 off I-40, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

HILLSBORO, OREGON, November 13. Railroadiana Swap Meet at Washington County FairPlex, 10am-4pm. Admission $2, ages 6-12 50¢, under 6 free. Contact: Jerry Green, 1020 S.W. 193rd Ct., Aloha, OR 97006; 503/645-5444.

PARSIPPANY, NEW JERSEY, November 14. Fall '93 Railroad Extravaganza & Artifact Exchange at Parsippany PAL Hall, 33 Baldwin Road, south of State Route 46, one mile east of I-287, 9:30am-3pm. Displays by Conrail and Amtrak, famous railroad authors, railroadiana vendors, operating layouts and more. Adults $5, family maximum $5. Contact: Tri-State RHS, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

GREENSBORO, NORTH CAROLINA, November 20-21. 4th Triad Train & Hobby Show at Greensboro Coliseum Complex, 1921 W. Lee Street, 9am-4pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

PEORIA, ILLINOIS, November 21. Illinois Valley and River City Railroad clubs present Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

FOXBORO, MASSACHUSETTS, November 21. Rail-A-Rama at Demetri's Convention Center, 10am-4pm. Admission $3, 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

FORT WAYNE, INDIANA, November 28. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Over 150 tables. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

POTTSTOWN, PENNSYLVANIA, November 28. Norco Train Meet at Norco Fire Co., Routes 100 & 74, 9am-2pm. Admission

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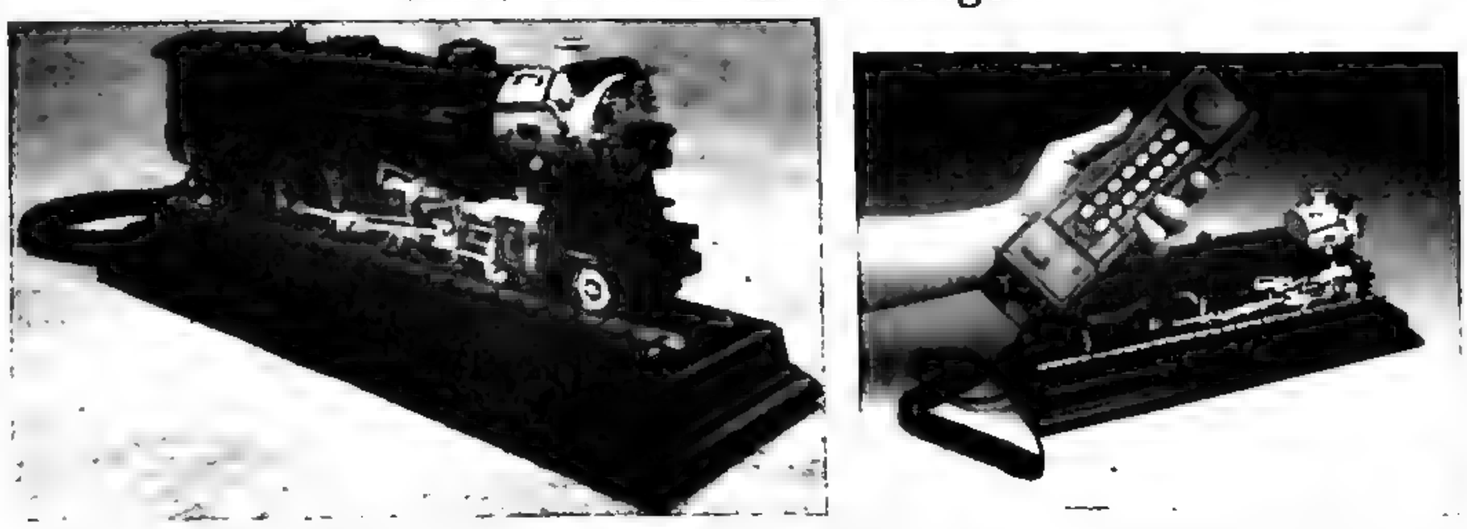

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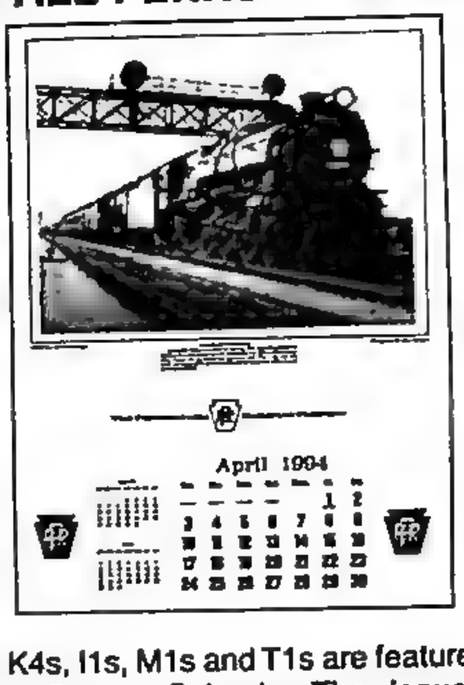

Steam, K4s, I1s, M1s and T1s are featured in this year's All Pennsy Calendar. The January page leads off in color. And a Pennsy Calendar would not be complete without GG1s, a group at Ivy City. All photos are ideal for framing. Each one is 11" x 14" reproduced on 16" x 22" pebble grain paper. **$7.75 ea**

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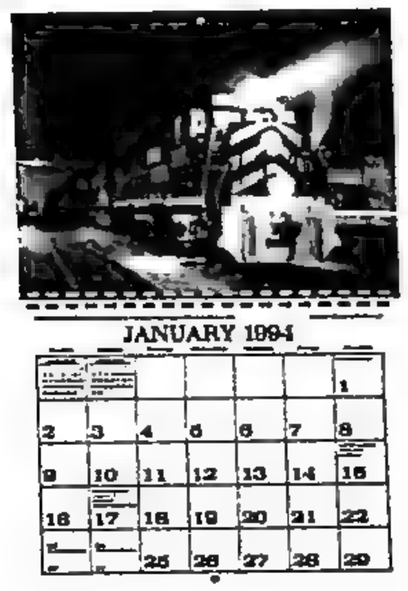

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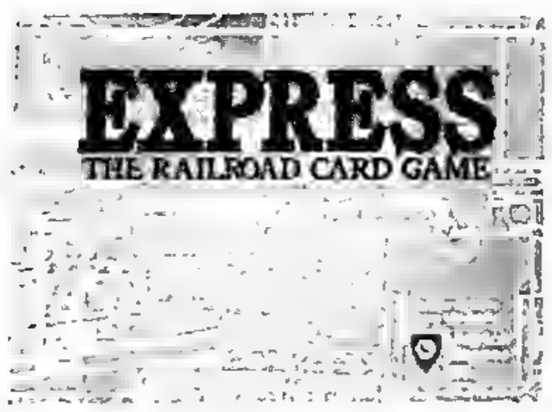

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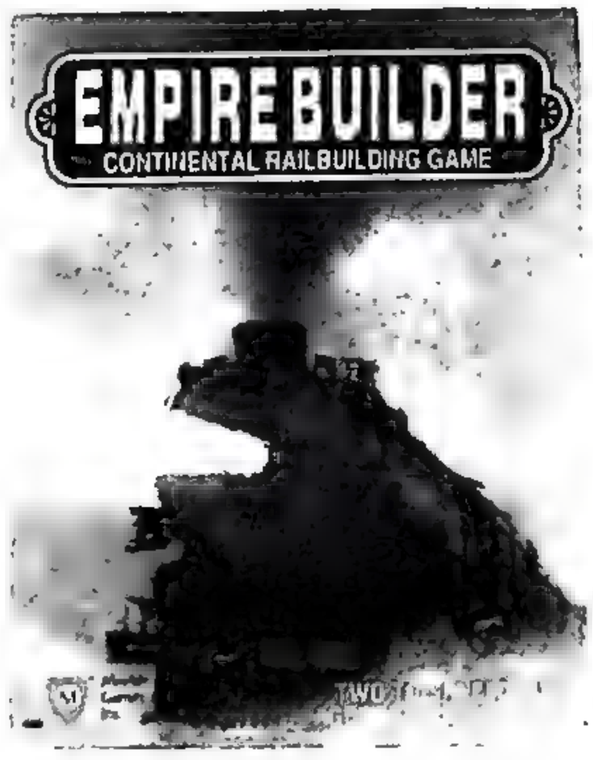

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NORTH HAVEN, CONNECTICUT, November 28. New York, New Haven & Hartford Train Meet at Holiday Inn North Haven, 201 Washington Avenue, Exit 12 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048

DOVER, NEW JERSEY, November 28. National Association of Timetable Collectors Fall Railroadiana Show at American Legion Hall, 2 Legion Place (2 blocks southwest from NJ Transit station), 10am-3pm. Admission $2 For details send LSASE to: William Sosnowski, R.D. 2, Box 2132, Mt. Bethel, PA 18343.

OKLAHOMA CITY, OKLAHOMA, December 4-5. Annual OKC Train Show at Oklahoma State Fairgrounds Transportation Building, 9am-5pm Saturday, 11am-5pm Sunday. Admission $3. Dealer and swap space available. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

ELMONT, NEW YORK, December 5 and January 9. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

GILBERTSVILLE, PENNSYLVANIA, December 5. Train Show at Gilbertsville Firehouse, Route 73 just east of Route 100, 9am-2pm. Door prizes. Admission $3, under 12 free. For details phone: 215/657-2477.

FAYETTEVILLE, NORTH CAROLINA, December 11. Sixth Sandhills Hobby Show at Charlie Rose Expo Center, Highway 301, 9am-5pm. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

BETHPAGE, NEW YORK, December 11. East Meets West Train Show at Knights of Columbus Hall, 519 Central Avenue, 10am-2pm. Adults $3, under 12 free with adult. Contact: Carmello Sancetta, P.O. Box 1286-M, Bay Shore, NY 11706; 516/666-6855 or 516/775-4801.

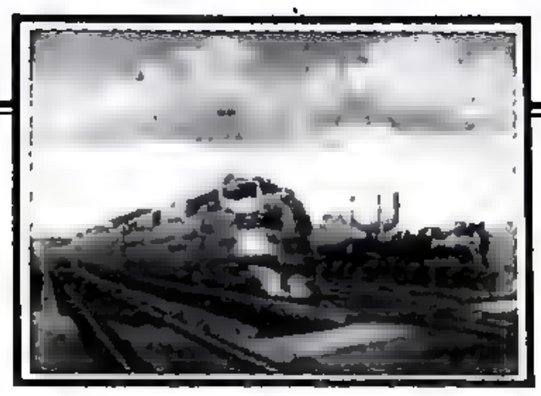
WILLIAMSPORT, PENNSYLVANIA, December 19. Whistle Stop Train Meet at Raytowne Mall, 9am-3pm. Adults $2, under 12 free, family maximum $3. Contact: Jim Stabley, 721 W. 3rd Street, Williamsport, PA 17701; 717/326-4280.

WALLINGFORD, CONNECTICUT, December 19 and January 16. New York, New Haven & Hartford Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

ITASCA (CHICAGO), ILLINOIS, January 15. 2nd Windy City Railroadiana Show at Itasca Holiday Inn, Irving Park Road & Route 53, 10am-3pm. Admission $2, under 12 free. Contact: John Havlir, 2635 N. Drury Lane, Arlington Heights, IL 60004; 708/255-0371.

FALL RIVER, MASSACHUSETTS, January 16. Old Colony & Fall River Railroad Museum 7th Annual Railroad Show at BMC Durfee High School Gymnasium, 360 Elsbree Street, 10am-4pm. Admission $2, ages 5-12 $1, under 5 free with adult. Contact: Jay Chatterton, Show Chairman, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

RALEIGH, NORTH CAROLINA, January 22-23. 15th North State Train & Hobby Show at North Carolina State Fairgrounds, 1025 Blueridge Boulevard, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.



NEBRASKA ZEPHYR

The Illinois Railway Museum commissioned well known railroad artist M.F. Kotowski to do a painting of their streamlined train set, the *Nebraska Zephyr.*

The artwork is titled *"NEBRASKA ZEPHYR* AT GALESBURG, 1963." Funds raised from sales are to be used to undertake much-needed restoration.

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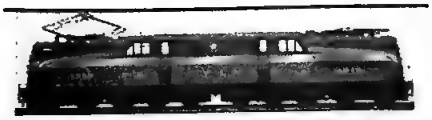
We'd like you to meet...

Robert R. Bahrs

The First Place winner of this year's Cover One Contest is no stranger in North Jersey railfan circles, and railroading is truly in his blood. Bob's grandfather retired from the Delaware, Lackawanna & Western after 49 years, and his father was a 34-year Lackawanna man who worked through the EL years and retired on Conrail. Bob grew up and went to school in Dover, N.J., and during college summers he worked with the EL in 1968 as a fireman and in 1969 as a ticket agent at various stations. Around this time, while working part time for the YMCA, he met Dover-area railfan Bob Rose who had just returned from the Army. It was Rose who first introduced Bahrs to the Tri-State Chapter NRHS and to traveling outside of Dover for railfanning. Back then, Bob recalls, "Money was spent on film and gas; hotels were a luxury we learned to live without." Bob and his friends did a lot of camping along the tracks.

After these experiences, railroading became a big part of his life. Bob got active in Tri-State and quickly was elected president and later chairman of the board, and he was responsible for starting the club magazine, the *Block Line* — at that time, one of the best in the NRHS. He also worked to build the membership, and Tri-State became one of the largest NRHS chapters in the country.

Bob's enjoyment of camping led to one of Tri-State's more enjoyable club events, the "Camp-a-rama," where club members would



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obtain permission to camp on private property near the tracks. The two most popular spots were on a farm inside the horseshoe curve at Thompson, Pa., on the now-abandoned D&H line to Ararat, and on a farm at Bloomsbury on Conrail's former-Lehigh Valley main line. Two of his last big accomplishments for Tri-State were to secure the donation from Conrail of three cabooses significant to New Jersey and, working with fellow Tri-Stater Mike Miterko and Anthracite Railroads Historical Society-member Rich Jahn in 1986, to purchase a pair of Bangor & Aroostook F3 cab units — the very same units which debuted in CNJ tangerine-and-blue at Steamtown's Railphoto '93 featured in this issue. Bob is currently a member of the ARHS, Erie-Lackawanna Historical Society and the Society for Industrial Archeology.

While negotiating for the F3s in Maine, Bob became fond of BAR caboose C-67, which he purchased and moved to the nearby Morristown & Erie where he could work on it. It is currently on the M&E at Whippany (see December '91 issue, page 89) where Bob often invites friends for slide shows during the winter months.

While between white-collar jobs in 1977, Bob gave up his suit-and-tie for dungarees and a brakeman's lantern and went to work for Conrail. Now a conductor, he's still with Conrail today. Bob's railroad career has taken him nearly everywhere on rails between Selkirk and Harrisburg, and he was featured in our March '86 issue as a railroader who had worked on all seven then-surviving Alco C430s — both M&Es and all five Susquehannas. As a railroader, Bob prefers locals to road jobs, citing the long hours in those crappy locomotive seats as very hard on the back.

In 1979 he married Stephanie Liskowsky and now has a 23-year-old step-son Jason, a 13-year-old son Eric and a nine-year-old daughter Natasha.

Bob's family still camps and enjoys all aspects of outdoor recreation, and it was the early family camping trips which led Bob to nature photography. Bob says his interest in nature photography really blossomed after his mainstream enthusiasm for rail photography began to fade. He admits that, "The nature photography helped give me a keen understanding of everything we're surrounded by that is not man made — but which can be harmed by man." Bob is most proud of his nature photos, and he always tries to work natural surroundings into his railroad photos. Throughout the North Jersey area, Bob is well-known for his bucolic rail images containing cattle and other livestock, and he's often chided about the inflatable cow and wooden ducks in his trunk.

Bob still has and uses his first three cameras: a Canon TL (a 1969 Christmas gift), FT and AT/1, and he has an outfit of various focal-length lenses for them. Though he isn't as enthusiastic a shooter today as he was in the 1970s, he did recently purchase a Tamron 80-210/F2.8 and a 300/F2.8.

It was the fading first generation motive power that kindled most of Bob's early railfanning. This interest led to bachelorhood travels to Northern Ontario, British Columbia, Utah, Colorado and Michigan's Upper Peninsula and on several trips to the Western Maryland with good friends Mike Miterko and George Hiotis during the era of F-units, FAs and RSs. Nowadays, Bob (who

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In May 1993 the Cumbres & Toltec Scenic Railroad operated its 1923 steam rotary snow plow OY for only the second time in the last ten years. The heavy wet snow was a tremendous obstacle for men and machines battling to reach the the summit of Cumbres, Colorado at an elevation of 10,015 feet. For the first time since 1963 *three* Rio Grande-lettered 2-8-2's powered a rotary train, since they were to be used on special charter trains before the regular tourist season. The plow operated four consecutive days and was the harderst the plow was ever worked. You'll enjoy cascading snow as the plow battles drifts up to 12 feet deep. Slide areas required tree cutting with chain saws. Crews even shoveled snow into tenders that ran low on water. It was a time-warp that resembled Rio Grande plow operations of the 1950's. Lots of surprises await you in this incredible show of steam and snow fighting.

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After the plow run, two days of charter freights, organized by Greg Scholl, were operated in the Chama area. There were six consists with Rio Grande-lettered engines and rolling stock. One train had three engines until 497 blew a cylinder head. Mid-train helpers and doubleheaders really put on a great show. More superb Rocky Mountain scenery from this incredible line. Reflection shots, switching in the yard, and winter-like operations await you. Super action and a great companion to the rotary tape.

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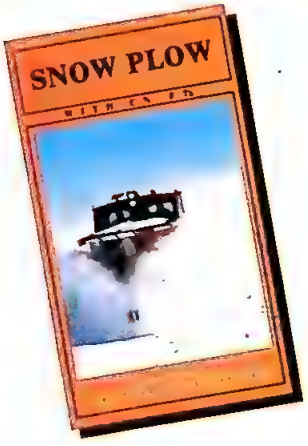

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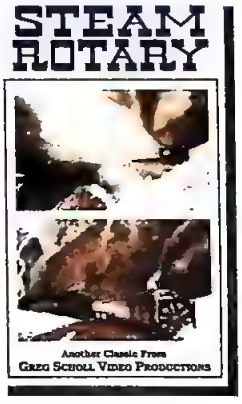

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by Frederick A. Kramer with Ed Wadhams

Years have passed since yellow Connecticut Company trolleys criss crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. There were more modern steel cars, single truck Birneys and the famous Business Car 500 now preserved at Branford.

Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Only some New Haven routes kept running until shortly after World War 2.

Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well at the operating trolley museums at Warehouse Point and Kennebunkport.

Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the system including divisions which saw early abandonment: Hartford, New Haven, Norwich, New London, Derby, Waterbury, Bridgeport, Putnam, Stamford, Norwalk and the isolated Torrington line. Photos include many views of express cars and non-revenue equipment. Available at hobby shops, selected book shops and railroad museums. Published by Carstens Publications, Inc., PO Box 700, Newton, NJ 07860. If your dealer can't supply you, order direct from the publisher.

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refers to himself as a "retired" railfan) would prefer to follow an old right-of-way than a stack train, but he still sizes up shots from his conductor's seat on a locomotive and returns for the photo another day. He also actively covers special moves and some railfan events, like the impromptu Black River & Western "evening of runbys and night shots" which gained him the cover shot of this issue.

The Lackawanna and Erie Lackawanna are his favorite railroads, and his basement contains a display case, file cabinets and shelves full of models, paperwork and hardware. And on his basement wall this third generation railroader has three generations of station signs from his hometown of Dover.

For years Bob has been a big fan of cabooses, he credits fellow Conrail-roader John Sobotka for that, and lately he's been getting very interested in older freight cars. With that, he's leading a committee to gather significant freight cars for the proposed state transportation museum in New Jersey. Not bad for a "retired" railfan.

Colin Johnson

This year's Second Place winner in the Cover One Photo Contest was born in San Francisco in 1957. Early on, Colin's family moved to Saskatoon, Saskatchewan, and that's where he hired on with the Canadian National in 1978. In early 1979, he moved to Portland, Oregon, and later moved to Wyoming to work for the BN. After being laid off by BN, Colin returned to Portland to begin work on the Portland Terminal Railroad. He's still employed there as a backhoe

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operator in the maintenance of way department.

Colin shoots with Nikon F3 and F4 bodies and ten Nikkor lenses ranging from 20mm to 600mm. He uses professional Kodachrome, usually ASA 25, but sometimes 64. His sensitive eye for color, light and strong compositions has produced some impressive photographs which have been published in most of the major rail magazines. Colin is probably best known for his many color pictures that have graced the pages of *CTC Board* Magazine. And let's not forget his Runner Up winner in last year's Cover One Contest.

Colin's favorite railroad subject is the Santa Fe in Arizona and southwest New Mexico, followed by the UP and short lines. Although the railfan population in the Pacific Northwest is not nearly as large or concentrated as it is in Los Angeles, Chicago or the Northeast, Colin says there are about two dozen "hardcore shooters" in the Portland area who he often meets with on Friday evenings to discuss plans for the weekend's railfanning trip. It's no wonder he remains single, with "no prospects," as he puts it, with all that travel and photography eating up his spare time.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The Union Pacific epic film "Last of the Giants," which depicts the last days of steam and the Big Boy locomotives on UP, will live on as one of the greatest films ever produced by a railroad. The Union Pacific donated the original film to the UP Historical Society which, in cooperation with Pentrex, released it on video to the public in 1992. What wasn't common knowledge then was that, in addition to the 23-minute film, the UP library also contained several hours of "out take"

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footage. These unused scenes were also given to the UPHS, and Pentrex has begun to offer this footage in **"Last of the Giants, Volume II — the Cheyenne Shops."** The Big Boys were based in Cheyenne, and the footage in this program is largely of steam locomotives moving about the terminal and of the men servicing and repairing these huge machines. Many locomotive types are shown including 2-8-0s, 4-6-6-4s, 4-8-4s and more. Pentrex combined this fine vintage footage with interviews with current UP steam boss Steve Lee and former employees of the Cheyenne shops including noted railfan Jim Erhenberger. Many of the employees shown on the vintage films are identified. Overall, this program is an excellent oral history of Cheyenne and railroading then and now. And after seeing the unused "Giants" footage, it seems that billowing smoke plumes, often heading straight for downtown, may have been the reason this footage didn't make the final version. Though there are scenes of steam-powered trains on the road in the Cheyenne area, the real rock'em - sock'em main line action footage is promised in Volume 3, as is an interview with Allen Krieg, the original director of "Last of the Giants." I was very impressed with Volume II, and I learned quite a bit about Cheyenne and those last days of steam on the UP. True historians shouldn't miss this one from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. This program runs 60 minutes and sells for $39.95 plus $4.00 shipping per order (Calif. res. add 8.25% sales tax).

***Fast*Track, Volume 1, Issue 3,"** is here, and it continues their tradition of fine, TV magazine-like coverage of timely rail subjects across the country. This issue contains feature stories on the Grand Canyon Railway, Maryland's MARC commuter system, the last days of the Monongahela Railway and its fleet of GE Super-7 locomotives and MidSouth's track rebuilding program. "On Location" visits Chicago area hot spots accessible by passenger train, and a new department, "Railroad Fundamentals," shows the basic maintenance and servicing of diesel locomotives on the Chicago & North Western. Each of these stories is well presented and thought out, and the fast-paced editing and intelligent narration keep the show moving. Another new department, "Train of Thought," features several trackside fans offering their opinions on the ugliest diesels and their favorite current paint schemes — this segment will surely get the moans and groans started if seen by a room full of railfans. How dare anyone say that a Fairbanks-Morse Train Master is ugly? Unusual camera angles and the presentation of railroading's human element are among the items that make these videos stand out from most others. I would say that the Monongahela story is my favorite here. Issue 3 of *Fast*Track runs 70 minutes and sells for

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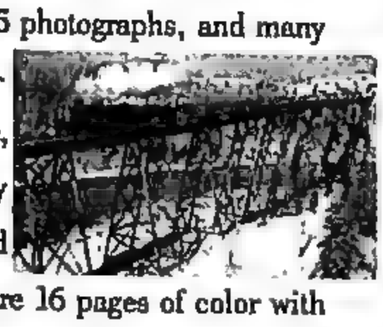

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The winter of 1992-93 will long be remembered as one of the roughest in recent history, and **"Winter on the B&A,"** from Highball Productions, P.O. Box 727, Hampton, NH 03842; 800/345-6985, presents the snowy action on Conrail's former-Boston & Albany main line between Selkirk yard (Albany) and Charlton Hill (roughly halfway across Massachusetts). Filmed between mid-December 1992 and March 1993 immediately following major snowfalls, the program visits scenic and busy locations from east to west, including Charlton and Washington Hills, Palmer (no State Line Tunnel) and the Hudson River bridge. A variety of current Conrail motive power is shown, and the imagery is often dramatic. Still-shooters Bruce Kelly and myself were quite impressed with some of the views presented, and we noted the locations for our own future B&A outings. The tape presents an accurate sampling of typical B&A action, too, as it shows that the traffic tends to bunch, and that Amtrak trains fill in the mid-day voids. Case-in-point: a sequence at the passing siding in Charlton shows Conrail's FRSE stopping for a red signal while staring headlight-to-headlight with Amtrak's eastbound *Lake Shore* while a stalled rail-snow-blower (modern rotary?) occupies the passing siding. That Amtrak train waited for a Conrail freight and its westbound Amtrak counterpart before being permitted to go. Just think, one Amtrak train "stabbing" another one. Conrail's eastbound SEBO immediately crept up to that same signal and was overtaken by an eastbound MBTA F40-powered passenger train before this sequence was over. The video quality is professional, and the helpful narration contains train symbols and other data. This is real-time and competent coverage of New England's busiest main line. 120 minutes, $34.95, plus $3.00 shipping.

Feature Reviews

"Chicago Steam Celebration," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333; VHS only, 112 minutes, VISA and MasterCard accepted, $29.95 plus $4.00 shipping per order (Canadian shipping $5.00), Cal. res. add 8.25% sales tax. Order code PEN-NRHS93.

Since a magazine production deadline prevented any of the R&R staffers from attending the NRHS National Convention in Chicago in July 1993, we were particularly eager to see the video coverage so that we

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could "experience" this story that we'd put together so quickly from contributed material (page 71, November '93 R&R). Well, Pentrex was on the ball with the Official Videotape of the Convention and quickly got a finished product in our hands — and it does a fine job of bringing the event to life.

The first ten minutes of the tape sample the Norfolk Southern *Independence Limited* moves with Southern 2-8-2 4501, N&W 4-8-4 611 and the two Nickel Plate engines along with the Union Pacific inbound excursions (these trips will be covered in detail in Pentrex's hour-long **"Steam to Chicago"**). The Chicago activities kick off with the Metra F-unit trip to Elgin and the day at the Illinois Railway Museum.

The museum gets 24 minutes of excellent and well-deserved coverage as we see the morning equipment runby parade that included the CB&Q E5 and *Nebraska Zephyr* articulated trainset, the Frisco Russian 2-10-0, the North Shore *Electroliner*, a Milwaukee F7 on freight and the BN SD24 — and the well-timed passage of a pair of Geeps on the C&NW's daily freight on the adjacent line to Belvedere and Rockford. After a sampling of more of the museum's traction, diesel and steam equipment, we're treated to a 30-m.p.h. cab ride in the E5 out to a meet with the Russian Decapod. Then it's aboard Illinois Terminal trolley 415 for a ride around IRM's trolley loop and a look at N&W Y3A 2-8-8-2 2050 on display — and there's even an action shot of Greg Heier dispatching trains from the tower. The return trip behind a Metra ex-Milwaukee Road F40C wraps up the Day One coverage.

The Day Two action is split between a fine ride over the CTA's "L" system aboard the special Convention train (including views of the "rare mileage" non-revenue West Side Connector) and the Union Pacific Challenger 3985 trip south on the old C&EI to Findlay Junction. The 4-6-6-4 made up for featureless countryside and grubby weather with fast running and a huge 21-car (including six domes) train. The video cameras handle the poor lighting much better than still photography, and on-train views and interviews and a cab ride "flesh-out" the coverage.

Friday's low-key activities are summarized and wrapped up with a tour of the Metra shops. The Saturday doubleheader with Nickel Plate 2-8-2 587 and 2-8-4 765 begins in dreary weather at Calumet, stomps though the grub at State Line Tower and heads for Argos in the rain. After the UP coverage, the 40 m.p.h. pace on NS is pretty evident — and the weather did its best to drown out the doubleheader's runbys at Argos. Thank goodness the rain stopped for the Argos Fire Department's outdoor lunch stop for the passengers. The gloom prevailed as the train rambled back to Chicago, the highlight being the 765's noisy domination of the departure from Valparaiso.

The Convention coverage concludes with the Sunday South Shore Line excursion. Some fine through-the-front-window shots are combined with lineside runbys and even some pacing from the adjacent Tollway. After meets with regularly scheduled passenger trains and a freight behind orange and maroon GP38s, the tape finishes up with some excellent views of the excursion

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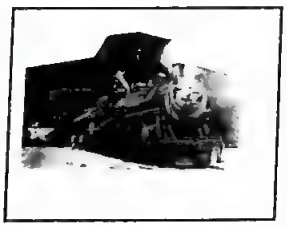

The present issue:
Fall 1993: Alton RR Locomotives,—NP Power at Auburn, Wash.—NYO&W 2-8-0s, Pt.1—
Roger M. Strum Photos

Some prior issues:

Winter 1980: SP Atlantics Pt 1—Ill. Cent. Modern Power—Bellows Falls, Vt.—Kenneth MacDonald photos
Spring 1981: McCloud River Engines—SP Atlantics Pt 2—Denver, 1900—Leonard W. Rice Photos
Fall 1984: Monon Power—B&M Pacifics—D&RGW dual-gauge at Salida—Charles E. Winters photos
Winter 1984: Mississippi Central Power—SP-WP at Altamont Pass—CB&Q 2-10-4s—William A. Swartz photos
Fall 1985: West Point Route Engines—UP's Dual-Service 4-6-6-4s—NYC Hudson Division—Vernon Seaver photos
Spring 1986: Maine Central Engines—AT&SF Early 2-10-2s—Galesburg on the CB&Q—David Salter Photos
Winter 1986: Colorado & Southern Engines—B&A Hudsons—ACL at Rocky Mount, N.C.—Alfred W. Johnson photos
Summer 1988: Lehigh Valley Engines—IC at Freeport, Ill.—WP 2-8-8-2s—George Harris photos
Winter 1988: Rio Grande Southern Engines—N&W 4-8-2s—Clinchfield Sojourn—Alfred J. Holck photos
Spring 1989: CMStP&P Engines, Pt 1—New Haven 4-6-2s—VGN Power at Roanoke—L. G. Isaacs photos
Summer 1989: CMStP&P Engines, Pt 2—Power at Allentown-Bethlehem—C&O 2-6-6-2s—John D. Denney photos
Summer 1990: Chicago & North Western Engines—Santa Fe 2-10-4s—PRR at Baltimore—Lad G. Arend photos
Winter 1990: Pere Marquette Engines—Sou. Asheville Div Power—B&O 4-8-2s—Albert Farrow photos
Spring 1991: Reading Engines Pt 1—NP Articulateds—Steam at Cumberland—J.A.Pfeiffer photos
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Fall 1991: Atlantic Coast Line Power—NP & SP&S at Pasco, Wash.—NYO&W 4-8-2s—Milton B. Nafus photos
Winter 1991: DL&W Pt.1—SP 3-Cylinder 4-10-2s—Montgomery Steam—William V. Russell photos
Spring 1992: DL&W Pt.2—Santa Fe Mikados—Chattanooga Power—Walter V. Krawiec photos
Summer 1992: Rayonier Logging Power—NYC K-3 Pacifics—Rio Grande 4-6-2s—Forrest Beckum photos
Fall 1992: Texas & Pacific Power—D&H's Richmondville Hill—C&NW Mikados—Steve Maguire Steam Photos
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Spring 1993: Southern System, Pt. 1—Vancouver's Varied Power—Illinois Central 4-6-2s—William Kratville photos
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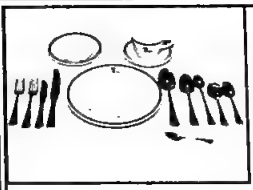

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Calendar Call

Cedco Publishing's line of 12" × 24" foldout railroad calendars for 1994 introduces a new release which should be a hit simply for its name value. "Richard Steinheimer's Magnificent Trains 1994 Calendar" showcases twelve of the master photographer's classic black & white images, most of which have been reproduced here with remarkable sharpness and tonal range. Stein's talents are best portrayed in the night scenes within the cab of a D&RGW narrow gauge Mikado and the NP roundhouse at Laurel, Montana, plus daytime views of an SP GS4 under the Oakland Mole shed; A-B-A PAs leading Santa Fe's *San Francisco Chief* over the diamonds at Stockton, California; a D&RGW 2-10-2 charging up the snow-covered Wasatch Range and, one of Stein's signature works, the nose of a new SP E7 (miscaptioned as an E3) as seen from the inspection pit of the Taylor diesel shop. The rest of Cedco's rail calendar line involves all-color packages like the "Colorado Narrow Gauge 1994 Calendar" with scenes dating back to 1945 of D&RGW three-foot gauge steam in freight and passenger service; "American Streetcars 1994" with PCCs and interurbans throughout the country, the "Red Cars/Yellow Cars 1994 Calendar" and its fond look back at Pacific Electric in and around Los Angeles and the "1994 Howard Fogg's Trains," full of exquisite reproductions of the famed artist's watercolor visions of SP cab-forwards rounding Tehachapi Loop in the rain, doubleheaded Big Boys romping up Sherman Hill, a Frisco 4-6-0 passing Kansas grain elevators and much more. Cedco's popular "Those Magnificent Trains 1994" calendar celebrates its 15th year with a Milwaukee Road Little Joe, CSX C30-7s, UP Challenger 3985 near Silver Zone Pass in 1992, good old Santa Fe "yellow bonnets" in the desert and more. No room to hang a calendar? How about Cedco's "Those Magnificent Trains 1994 Datebook," which measures 5" × 7" and illustrates its week-at-a-glance pages with 36 color pictures representing railroading's past and present. Winter shots find SP, NYS&W and Soo diesels in the snow. The remaining seasons bring us Santa Maria Valley 2-8-2 100, Denver & Intermountain electric freight motors, a D&H C424, Shays of West Side Lumber and Cass, A-B-B-A UP Es along the Columbia River and many other scenes. Cedco's calendars and datebook sell for $12.00 each (or two for $10.00 each, three or more for $9.00 each) from Cedco Publishing, 2955 Kerner Boulevard, San Rafael, CA 94901. U.S. and Canadian orders add $1.00 per calendar for ship-

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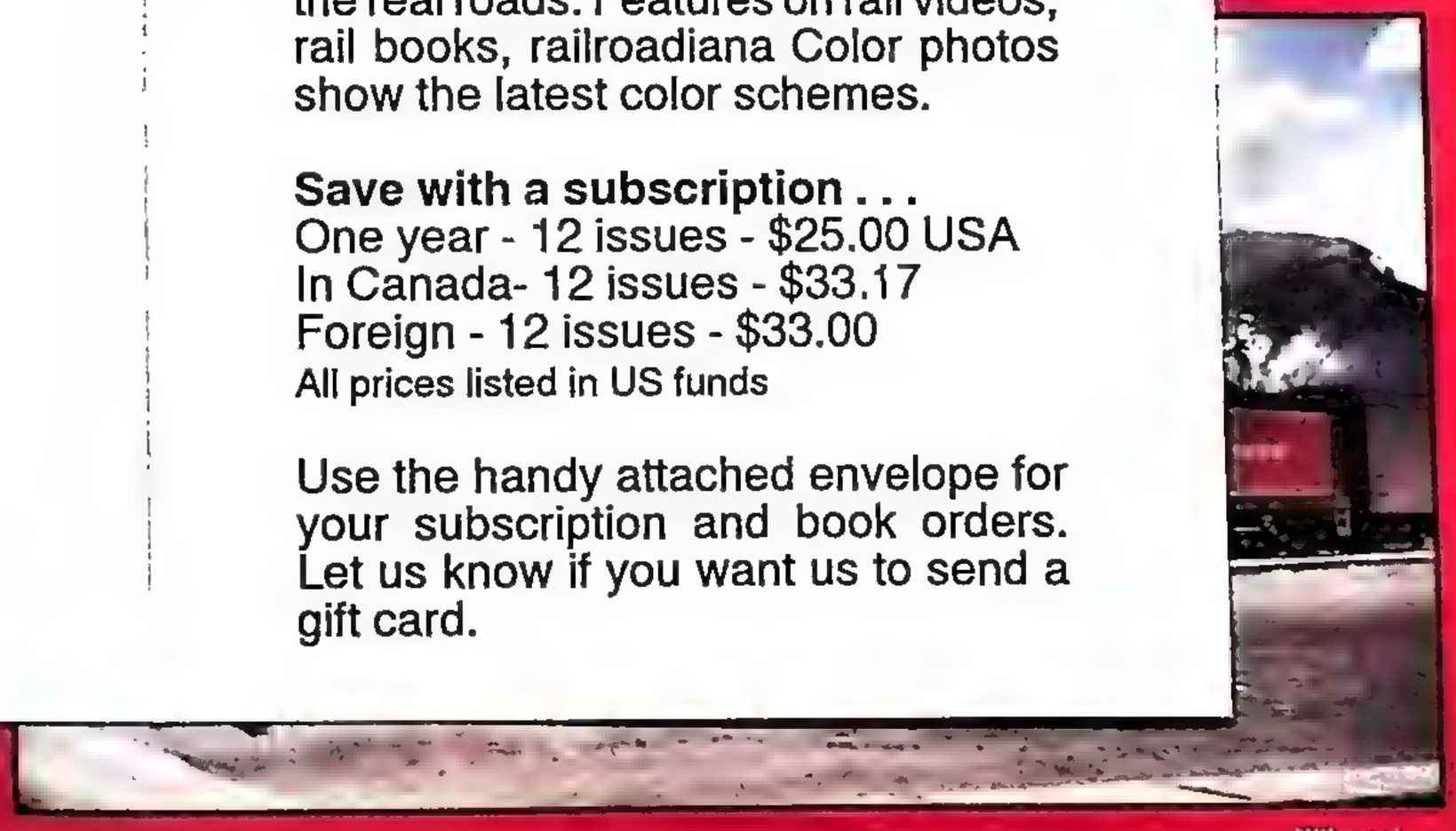

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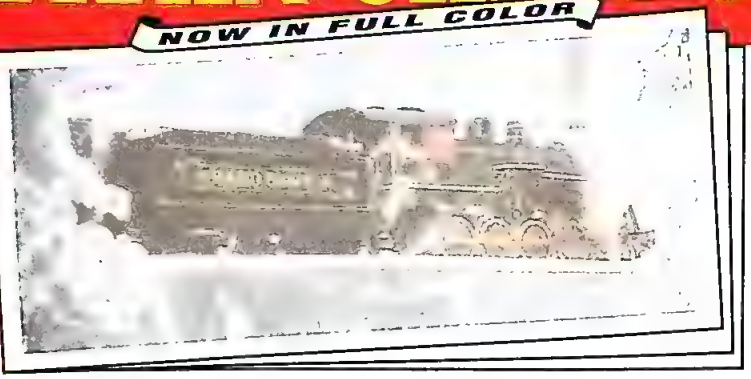

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Book Reviews

Rails to San Francisco Bay by Harre Demoro and Vernon Sappers, published by Quadrant Press, 19 West 44th Street, New York, NY 10036; 96 8½"×11" pages, softcover, $15.95 plus $1.50 shipping.

This is a very interesting overview of electric railway, railroad and ferry boat operation in the San Francisco Bay Area with strong emphasis on the East Bay scene. The book contains 165 black & white photographs, all with excellent reproduction. They are accompanied by extensive captions which afford the reader a marvelous look at this vast area and its railway operations. The majority of the photographs are presented half-page in size. There are several detailed maps of the area, the main example of which is presented full-page in size and identifies all the railway operations. Additionally, there is a large detailed map showing the Bay Cities Suburban Electric lines of the Southern Pacific and the San Francisco-Oakland Terminal Railways, the Key Route. There is much viewing pleasure for the reader here. Most of these photos have not been previously published.

The late Harre Demoro was highly regarded for his intense interest in and knowledge of this area's operations, both historical and present day. He has incorporated herein the detailed and extensive knowledge and collection of co-author Vernon J. Sappers. Additionally, the author's father, Ralph W. Demoro, a local pharmacist by profession, was an early rail photographer whose work in the area has long been recognized. Ralph Demoro, along with his colleague Waldemar Sievers, recorded many wonderful views at the time of the construction of the Bay Bridge and the ferry boat operations.

There is a good sampling of the railways' tickets and advertising material of the era. Unfortunately, for all of us, Harre Demoro passed away earlier this year. Before his passing, Harre was able to see advance proofs of this, his twelfth book. It's a fitting capstone to his career as a Bay Area rail journalist — JOE DIAZ.

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On the Menu

BY JAMES D. PORTERFIELD

Christmas on the Train

Christmas Day! On the nation's passenger trains this was the eye of the holiday travel hurricane. The number of travelers dwindled significantly on this day. The *20th Century* and the *Broadway* were found running in just one section. Trains plying the West were running shorter consists. Travelers going anywhere and back for the holidays, it seems, spent Christmas Day at their destination.

But for those who did find it necessary to travel on this, perhaps the most family-oriented of holidays, the railroads wanted to assure a festive Christmas Day mood was found on board their trains. So, on the named trains and the intercity flyers there might be a decorated tree in the lounge or observation car. One might hear carols playing over the address system. The dining car steward might wander through the train handing out candy canes to the youngsters, the more extroverted among them even donning a white beard and red-trimmed-in-white hat for the occasion. And in the dining car itself, a special meal to cement pleasant memories of "our Christmas Day trip on the So & So Railroad."

To share this practice with employees, *Union Pacific* Magazine from 1925 through 1927, in its regular "The Real Home Terminal" column for November and December, ran an item entitled something like "Ideas for Your Holiday Dinner." Therein were suggested holiday menus and recipes for favorite dishes the chefs and stewards of the railroad's dining car fleet were planning to service their restaurant's "guests." A few are presented here, in recipes serving eight, to help you add a touch of railroading to your holiday dinner (or is that "a touch of holidaying to a railroad dinner?"). For starters, a creation of Otto Hoffstaetter, a UP chef-caterer in 1927.

Grapefruit and Creme de Menthe Cocktail

4 large fresh grapefruits
¼ cup granular sugar
½ cup Creme de Menthe

Halve the grapefruits and remove the fruit sections, taking care to leave behind all traces of the section walls. Place in a covered dish, sprinkle sugar over, and chill at least one hour. To serve, mix well, place in individual dishes, and sprinkle one tablespoon Creme de Menthe over each portion.

James Beard, a writer who is to food buffs what Lucius Beebe is to railfans, urged that turkey be reserved for a special place at Thanksgiving. The Christmas meal, he argued, should feature some other meat as the main course. Here, from Chef Edward Jones of the Los Angeles & Salt Lake Railroad, a unit of the Union Pacific System in 1926, is a substitute to please you *and* Mr. Beard:

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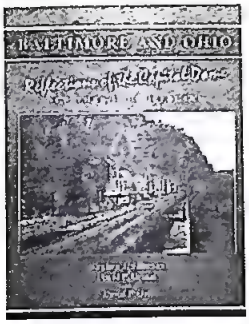

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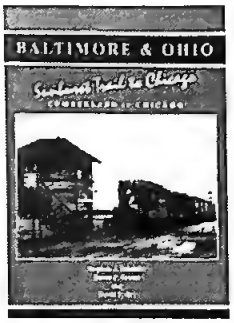

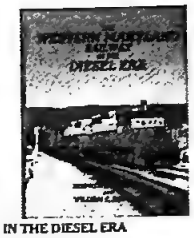

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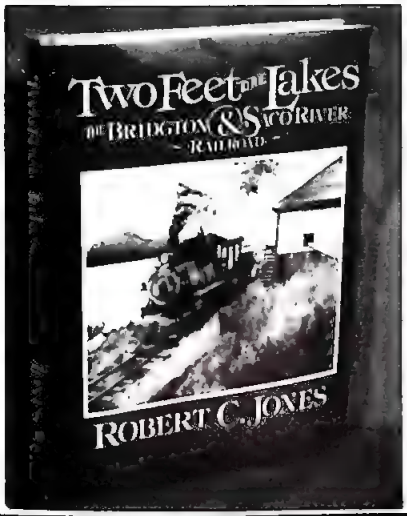

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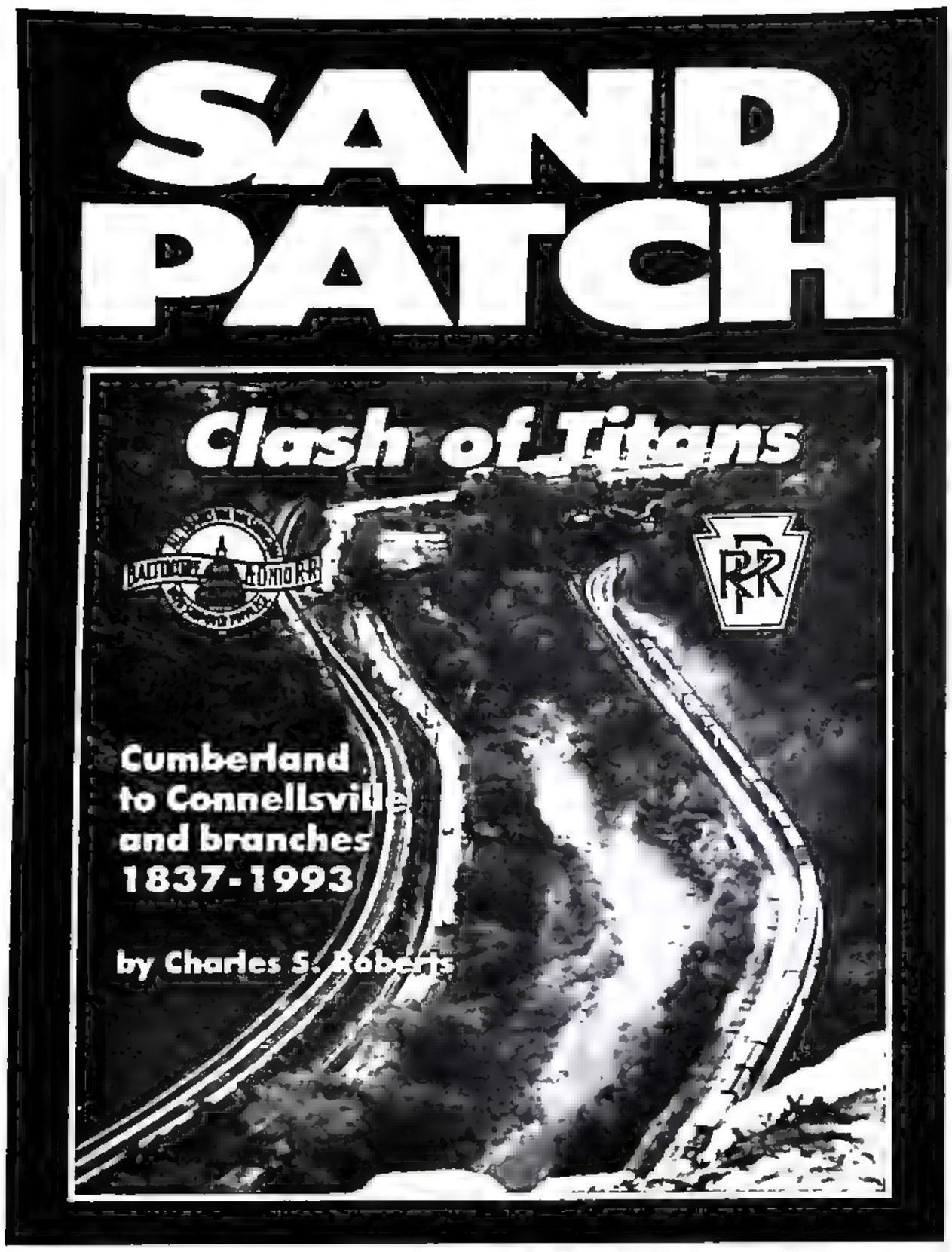

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Roast Ham, St. Angel

6–7 lbs. raw smoked ham
1 cup light brown sugar
1 Tbsp. flour
½ tsp. ground black pepper
4–5 whole cloves
8 large sweet potatoes

Ask your butcher for a center-cut piece of ham from which the bones have been removed, and have the ham rolled and tied securely, similar to a roast of beef (NOTE: you may need to order this in advance). Place the ham in a deep pot with water to cover. Bring to a boil, reduce heat and slow simmer, allowing 15 minutes for each pound of ham. Meanwhile, in a large saucepan place sweet potatoes in water to cover. Bring to a boil and cook until tender but not soft, about 15–20 minutes. Drain, cool, peel and quarter the cooked potatoes. When ham is cooked, remove it from the water and pat dry, retaining the water it was cooked in. Place ham in a covered roasting pan with the fat side of the meat up. In a bowl, mix brown sugar, flour and pepper together well. Spread mixture thickly over the ham. Press cloves along ham's upper side. Arrange cooked sweet potatoes around the ham in the roasting pan. Place in a 325° oven and bake 45 minutes (NOTE: use a meat thermometer, which should read 140° when finished). Bast frequently using a portion of the liquid in which the ham was boiled. To serve, slice ham and place on a platter with sweet potatoes arranged neatly around.

For a side dish, Union Pacific Steward Verne A. Snyder in 1927 offered one of his favorites:

Scalloped Corn

4 cups uncooked corn kernels
3 eggs, well beaten
1½ cup milk
1½ tsp. salt
1½ tsp granular sugar
⅛ tsp. white pepper
3 Tbsp. butter, melted

In a mixing bowl stir the corn, well-beaten eggs, milk, salt, sugar and pepper together to

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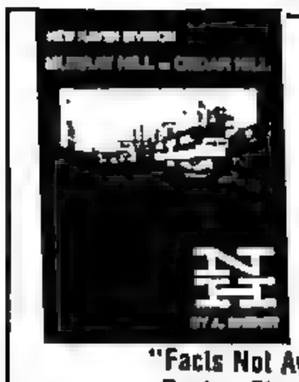

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mix well. Four [illegible] a baking dish and drizzle melted butter over cake in a 325° oven until browned, approximately 30 minutes. Serve hot in the dish in which baked.

Again from the Union Pacific, this time Chef-Caterer Charles Mitchell suggests this for dessert:

Date and Nut Pudding

4 cups soft bread crumbs
3 cups milk
2 egg yolks, well beaten
1½ cups granular sugar
2 Tbsp. butter, melted
1 tsp. vanilla extract
1½ cups pitted chopped dates
flour to coat
½ cup pecan pieces
2 egg whites, beaten stiff
1 tsp. baking powder
1 pint whipping cream

Butter a pudding mold or baking dish well and set aside. In a small saucepan, scald milk. In a large mixing bowl, pour scalding hot milk over bread crumbs, mix thoroughly and let stand five minutes. Meanwhile, coat pitted and chopped dates well with flour. Beat egg yolks until of light lemon color. Then, to soaked bread crumbs add beaten egg yolks, sugar, melted butter, vanilla, floured dates and pecans. Mix together well. Beat egg whites until stiff, sprinkling baking powder over as they begin to stiffen. Fold beaten egg whites into bread mixture. Pour into buttered mold or baking dish, set mold/dish in pan of hot water, and place all in 350° oven. Bake 30 minutes or until knife inserted in center comes out clean. Let cool and serve with whipped cream.

One tip to make your holiday cards special for friends and business acquaintances is to laser-print an authentic railroad recipe, such as one of those presented here, on cardstock of an appropriate size, then insert the recipe in a greeting card depicting trains. To go a step further, use a card featuring the Union Pacific Railroad for these UP recipes. See Leanin' Tree design #5176 (double-headed Big boys) for example. Call Leanin' Tree at 800/525-0656 to request a catalog.

Bon appetit! And happy holidays.

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Humanity

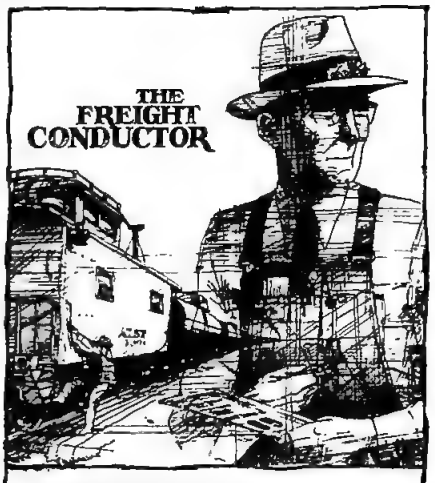
Railfans tend to ignore the human element in their photos — and I'm as guilty of it as the next guy. We tend to be machinery oriented, even when it comes to scenes that put the trains in context. Our knee-jerk reaction when someone enters the picture is to yell, "Hey, get outta' there!" (And that's the polite, G-rated version.)

This topic came up to a surprising degree while we were judging this year's Cover One Contest. It was the human element — both present and absent — that had a strong influence on the final result. Bob Bahrs' winning night shot was an obvious early contender from the standpoint of color, composition and image impact, and the people in the scene (even though they exhibited some motion blur) were a strong part of its appeal. But from a purely technical standpoint, it had some problems: It *just* fit the format with some creative cropping, and the focus on the smokebox isn't quite perfect.

Colin Johnson's Second Place UP ex-Katy GP39-2 (page 84), with its interesting composition and texture, would have probably bumped the steam shot if it had *any* human element in it — a crew member in the fireman's window would have done it, though someone at the switch stand or on the footboard steps would have been even better. The impression was that it was a great composition but "lifeless." (Keep in mind that when we get down to the last dozen finalists, we *really* nit-pick, and any of the finalists — and most of the overall entries — would make a great cover if it were tied to a specific feature and not competing in graphic terms alone.)

The same thing applies to John Smatlak's interurban scene (page 89). With its brilliant color and reflection, it could have taken the top spot if there had been any human element. A uniformed conductor and a couple of passengers boarding would have really aced the shot.

The gaggle of railfans on the right side got Fred Clark's 4449 photo into the group of finalists, and the engineer's silhouette helped Dale Hearn's Chicago Central winter shot. A face in the cab would have made Bob Newsome's Metro-North FL9 a serious contender for top honors. Now, I realize that you can't always get the engineer to show his face, and the new Super Cabs like Scott Snell's Conrail SD60M and Andrew Grahl's Tri-Rail F40 make it nearly impossible to see the crew even in ideal lighting conditions, but when they do show up, working crew



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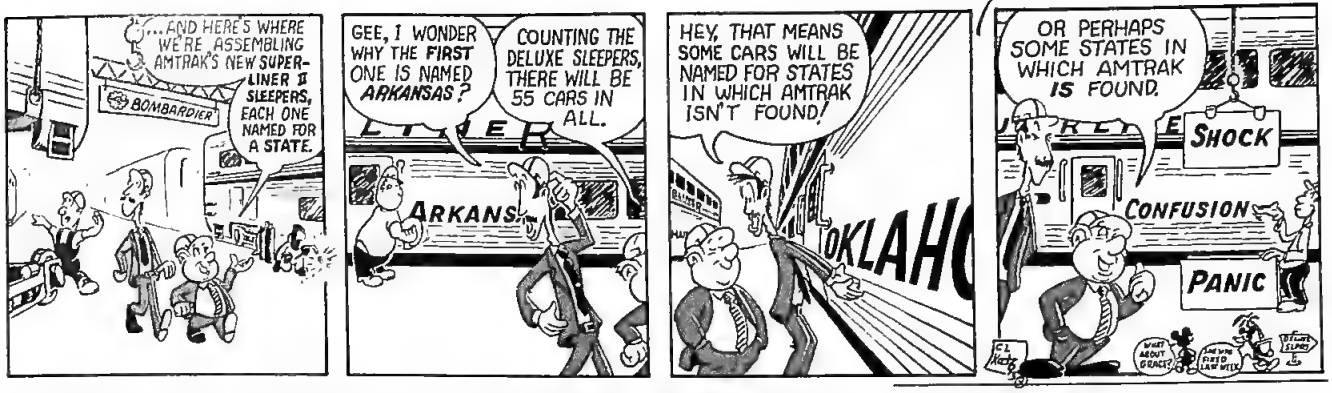
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members can definitely add a touch of "life" to even the most dramatic action shot.

The lesson here is to make a conscious effort to include the appropriate human element in your photos and to try to work them into the composition. How many times have you been in an engine terminal and waited for the hostler to walk out of the scene before you snapped your roster shot? Wouldn't it have been worth a frame of Kodachrome to get his blue jeans, faded yellow T-shirt and red cap into the picture, as well? When I've done it in the past, I've generally found the shot with the person in it to be more interesting and useful than the static roster view.

While you usually can't control things on a "real" railroad or with action photography, you often can set things up on museums or tourist railroads. In one situation where we had control, Preston Cook and I made quite an effort to get people in the locomotive cabs for the photos at La Grange for the 50th Anniversary celebration of the FT in 1989 (December '89 R&R). For the roster views of the 103 A-B set with the hopper cars and the action video of the same consist, we needed an engineer in the cab and drafted Leroy Carpenter, who looks like every kid's favorite grandfather. He added just the right touch to the still photos and videos. Similarly, we usually try to include people in our night sots, like the Steamtown diesels on the February '91 cover and the Northwestern Illinois Chapter members did on their Milwaukee Road diesel and caboose shot at IRM during the NRHS Convention in the November '93 issue. And like Bob Bahrs and company did for this year's winning Cover One entry.

My advice: Show a little humanity.

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by Edward J. Crist

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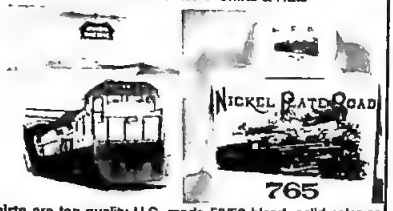

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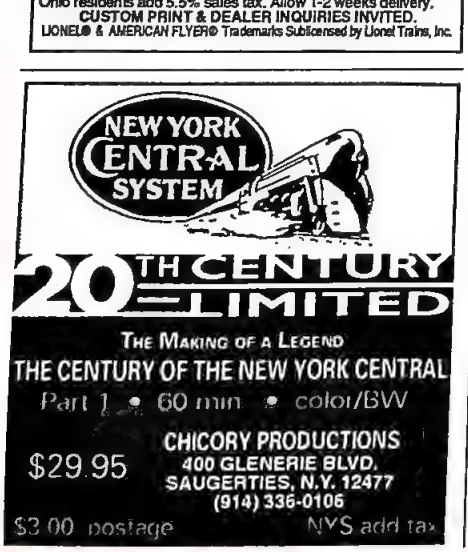

Transit Currents

St. Louis

Just before I wrote this, I watched the wonderful old Judy Garland movie *Meet Me in St. Louis*. The ending of the movie, which was supposedly set at the Louisiana Purchase Exhibition, showed how wonderful St. Louis had been. (The movie also featured "The Trolley Song.")

Well, the trolley song ended in St. Louis in May of 1966 with the cessation of service on the Hodiamont line. It is really exciting to think that, as of July 31, 1993, St. Louis is finding its way back on the rail transit map at about the same time that Chicago opens its new rapid transit line. Both lines are similar in that they use what is already there. Railroad rights-of-way in both cases were extremely important in helping the lines to build with a minimum of cost or interruption to neighborhoods.

In the St. Louis area, the Washington Avenue/Eighth Street tunnel is a major part of the light rail system. It was originally constructed in 1874 at a cost of about $1.2 million. Construction costs today would be better than $64 million, which gives some idea of inflation. The tunnel was originally built by the cut-and-cover method and is about 4400 feet long. Its entrance is at the west end of the historic Eads Bridge and was intended to help link the bridge with Union Station at Twelfth and Poplar streets. The tunnel runs west under Washington Avenue to Eighth Street and then south under Eighth Street ending just across the street from Busch Stadium. The last user of the tunnel was the Terminal Railroad Association back in 1974.

Don Scott and some railfan friends got a few shots of the first light rail vehicles to operate under their own power to the East St. Louis terminus on June 18, 1993. They rode back across the river through the subway. Don writes that in the past the Eads Bridge carried trolleys on the upper road deck from East St. Louis to St. Louis for many years, ending in November 1935. The MetroLink trolleys will operate on the lower deck of the bridge.

A trial operation of the line occurred for many weeks before the service actually opened. The Illinois East Riverfront station, which is not yet completed, will serve the *Casino Queen* when that vessel eventually provides riverboat gambling on the Mississippi. The station will be immediately above the edge of the casino parking lot. Thanks to Don Scott for the news. By the way, Don's work on MetroLink will be featured in the summer issue of the *New Electric Railway Journal.*

Mount Lowe Centennial

July 4, 1893, was the opening day for the Mount Lowe Railway in California. The railroad, which claimed to be the first electric-powered mountain railway that employed both regular trolley as well as incline railway service, was a major tourist ride at the turn of the century. The railway, which became part of Henry Huntington's Pacific Electric Railway, lasted until 1937. For more than 40 years the cars moved among seven miles of steep canyons and along the tops of ridges from Altadena to the base of Mount Lowe, which was 5603 feet above sea level. The incline railway, which was the cable-powered portion of the line, was 3000 feet long and rose 1500 feet during that distance.

The idea of a railroad in the mountains was that of Thaddeus S.C. Lowe and David J. MacPherson. Lowe was an inventor and was responsible for the use of balloons for observation purposes during the Civil War. MacPherson was an engineer from Pasadena. Lowe had moved to Pasadena when he retired and, while looking at the San Gabriel Mountains, concocted the idea of a railway. MacPherson had a similar idea but had no money. About four years of work was required to build the line, which eventually hauled as many as 1500 riders each day. Four hotels catered the line for visitors. Almost all of the line and its adjacent fixed facilities are gone; weather, vandals and purposeful removal did the job. Some enthusiasts in the area are interested in rebuilding a portion of the railway. Thanks to Martin Gombert for the info.

Miami Plans Ahead

The Metro-Dade Transit Authority has probably received about as much bad press as any place because the ridership on its rapid transit system has been below expectations. I was in Miami for a meeting in June of '93 and learned a great deal about the system and particularly about plans for the future.

The current heavy rail system starts at Dadeland South at the south end of town and runs northeasterly toward downtown and then, with a series of right-angle turns, makes its way over to Okeechobee. About 57,000 riders a day are now served, and they are treated to an excellent service and enjoy extremely well-maintained equipment and stations. The south end of the line apparently attracts a goodly number of riders. The problem with the north end of the line is

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

MetroLink's Tunnel

that it really doesn't go anywhere and was apparently planned and built so that it would act as a catalyst for development. Unfortunately, the area it runs through is in part a poor one and includes light manufacturing and rundown warehouses and production facilities. Eventually it probably will be an area that will redevelop, but that's not going to happen for a while. There is a good interchange between the Tri-Rail commuter rail line from West Palm Beach and a fair number of riders make that connection.

In future plans for the rapid transit system are extensions to the north to Joe Robbie Stadium and to other places where expansion is going on and a large residential community exists.

In downtown Miami the Metromover uses the Westinghouse technology familiar to those who have flown into Tampa and several other airports. It works very well and provides a convenient feeder service from the Government Center station it shares with the heavy rail line to other parts of downtown Miami. Metromover extensions are being built to the north and the south parts of central Miami that will increase its usefulness to riders. These will include a second connection to the heavy rail system at Brickell station.

Miami-Dade is also looking to other markets for other services. One is to link the Miami International Airport with the Port of Miami and with Miami Beach. On weekends throughout the year, about 30,000 people move between the airport and the port for voyages on the cruise ships that make the Port of Miami one of the busiest in the country. The plan is to build a major transportation center to the east of Miami International Airport. The facility would combine the Tri-Rail commuter line, heavy rail and a new light rail line. The light rail service would operate from Florida International University in West Dade, through the International Airport and the new transportation center, and then run to the Port of Miami and up to the convention center in Miami Beach. Also proposed is a rapid transit or light rail line that would link downtown Miami and North Miami Beach.

Some discussion is also going on about using rapid transit from Dadeland South into the Homestead and Florida City area to help in the rebuilding of that devastated area that was visited by Hurricane Andrew in August of 1992. I was given a tour through the area hardest hit by the hurricane, and it has a long way to go before it bounces back. The idea would be to extend the current heavy rail line from Dadeland South to Florida City and Homestead, with a rail line to Homestead Air Force Base if it is reopened. To save money, the southern extension of the rail line would be operated at grade. This means the rapid transit cars would be equipped with pantographs so they could operate from overhead as well as third-rail power distribution. Keep your eye on Miami. Over the next decade, some exciting things are apt to happen there.

Bullet Car News and Needs

John Smatlack, the project manager for the Bullet Car 127 Restoration Project, wrote a letter and sent material on the progress being made in restoring the car at the Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572-0548; 909/943-3020). They are now in the process of assembling the first of two Brill 89E trucks in order to re-equip the car. A lot of the effort involved has been detective work in finding Brill truck parts and other materials that can be used to do the job. The car in question was used by the Fonda, Johnstown & Gloversville Railroad and then was sold to the Bamberger Railroad. When the Bamberger shut down electric service, the five Bullet cars from the FJ&G were offered for sale, but in 1953 there weren't many folks interested in operating the Baby Bullets. The cars were acquired by the Utah Pickle Company and became housing for field laborers.

Mr. Smatlack (who authored the "Brill's Other Bullets" features in the January and February '92 R&R) writes that he is always searching for materials related to the Brill Bullet cars, whether they be Philadelphia & Western; Fonda, Johnstown & Gloversville or the Bamberger Railroad. He is looking for photographs, slides, stories, movies, tickets, timetables, anything at all. Please help if you can.

Memphis Rides the Rails

The first rail transit date of major importance in Memphis, Tennessee, was May 29, 1866, when mule-powered horsecars began to serve Main Street. The second big start-up date was April 29, 1993, when the new Main Street trolley began its two-and-a-half-mile-long service. Electric cars came to Memphis in 1891, and until the recent reinauguration of service, the date of June 14, 1947, marked the end of rail transit.

The new downtown shuttle service has caught on so well that extra equipment has been put on the line. Popularity meant that passengers were lined up too long and schedules were not being met because of overcrowding. The schedule at first proposed and promised for the trolleys was a ten-minute headway during weekdays, with 15-minute headways on the far north and far south ends of the line. There are about 2500 riders on weekdays, and weekend ridership levels have been higher. During the Beale Street Music Festival weekend, 15,000 riders were accommodated.

The problem is that only four trolleys were in service during the first month or so

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St. Louis MetroLink

Produced by **KMOV-TV** in St. Louis. Bi-State's MetroLink is North America's newest light rail line, connecting East St. Louis in Illinois with the northwestern suburbs in Missouri. Skip Goodrum, the producer, is both a journalist and a railfan, and he has made a tape which is mostly shots of the line in use, with additional sequences showing some history, the line's construction (including before-and-after views), expansion plans, and some very brief interviews. You'll see every station on the line, and how to ride it. Intended for general audiences, this tape can be used by light rail advocates, but it contains plenty to please the railfan as well. All color, 47 min.....$29.95

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of operation, and some of the cars were loaded with 65 passengers. This is a far cry from 40, which is the designed capacity. In June 1993, two additional cars were added to the small fleet. More equipment, which means more capacity and better opportunity to meet schedules, will not solve the problem of the traffic signals on Main Street, which are not particularly geared to the trolleys. It will be a while before that problem gets solved. Thanks very much to Alton B. Lanier for the information.

Flashes

A party was held on June 26, 1993, for Ruth and David Miller. the reason: They saved the **DUQUESNE INCLINE** in Pittsburgh. A state inspector shut down the incline in November of 1962; the principal reason was that the cables had worn grooves in the sheaves, which are the wheels that move the cable. The Millers provided the inspiration to save the incline, worked hard, used some of their own money and inspired others to participate in the non-profit corporation, The Society for the Preservation of the Duquesne Heights Incline. Be sure to visit the incline on your next trip to Pittsburgh.

The **CALTRAIN** between San Francisco and San Jose is now supported by the Peninsula Corridor Joint Powers Board. The words "California Department of Transportation" are being covered up on the cars and locomotives because the state no longer supplies 50% of the subsidy necessary to operate the commuter rail service. When the Joint Powers Board took over the CalTrain operation in 1992, it increased the number of daily trains to 60 from 54, with a train once an hour during off-peak times. The service has extended from San Jose south to Gilroy. The plans are to raise the number of trains between Gilroy and San Francisco from four to eight early in 1994.

Alan F. Kiepper, the president of the New York City Transit Authority, was referring to the **TIMES SQUARE STATION** when he said "Since part of it opened in 1904, this station has been called many things — a few of them repeatable in polite company." This is going to be changed so that the 470,000 customers who pass through the station complex each day will be the beneficiaries of a proposed $130-million reconstruction project. The station is a place where seven major subway lines and the Times Square shuttle all come together.

Tom McGarry informs me that Morrison-Knudsen Corporation and its joint venture partner of Parsons, Brinckerhoff, Quade & Douglas were awarded the contract for a final design of the **TASMAN CORRIDOR** light rail line in Santa Clara County, California, an extension of the light rail service in San Jose.

METROLINK RIDERSHIP in Los Angeles is going up. Average daily ridership in April 1993 totaled 4928; the May average was 6538 daily riders. Free service on the new Metrolink Riverside operation from June 14 to July 1 was used as a promotional device. The trains were absolutely mobbed. About 3000 passengers were aboard the last train of the last day of the two and a half weeks of free rides that the Los Angeles MTA sponsored to promote travel from Riverside to downtown Los Angeles. Thanks to Ed Von Nordeck for the news.

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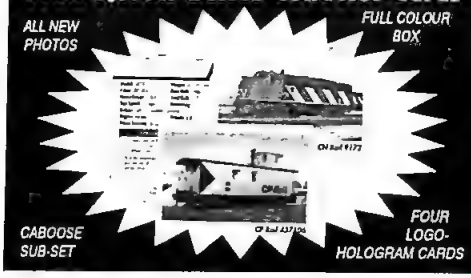

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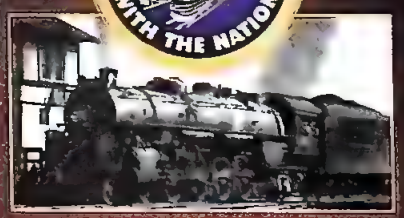

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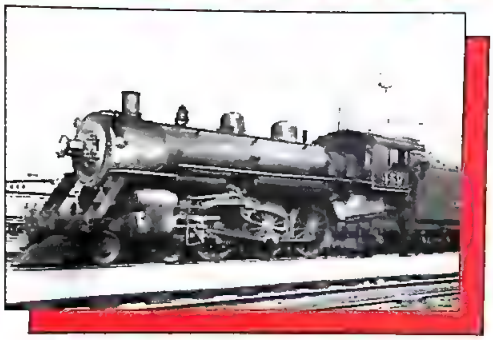

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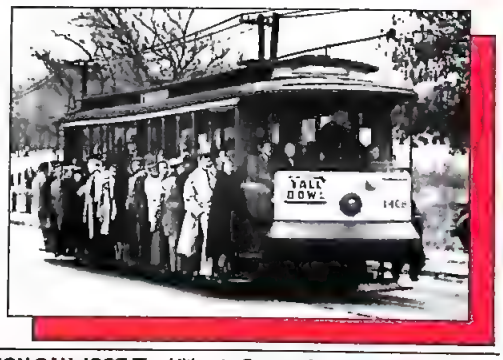

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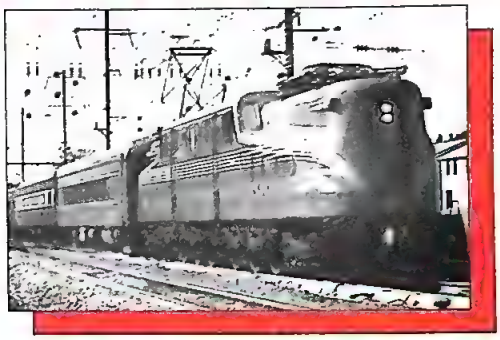

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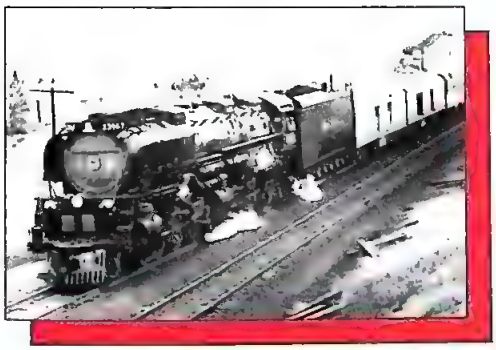

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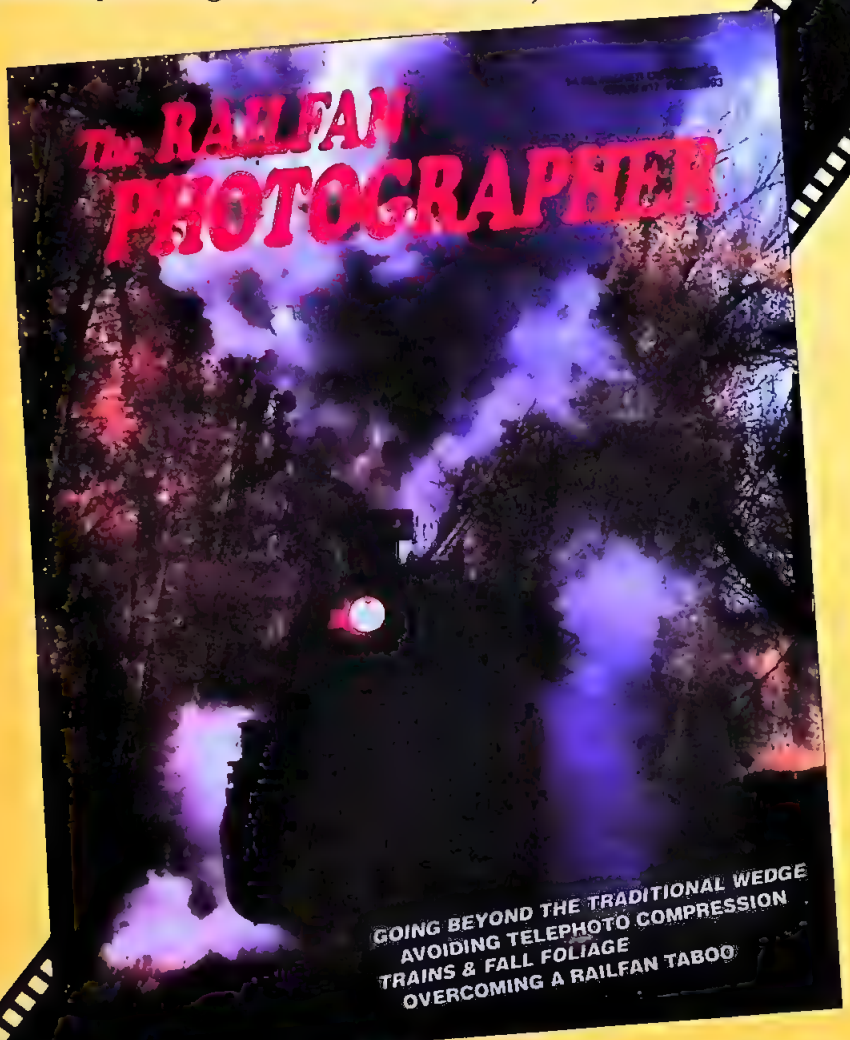

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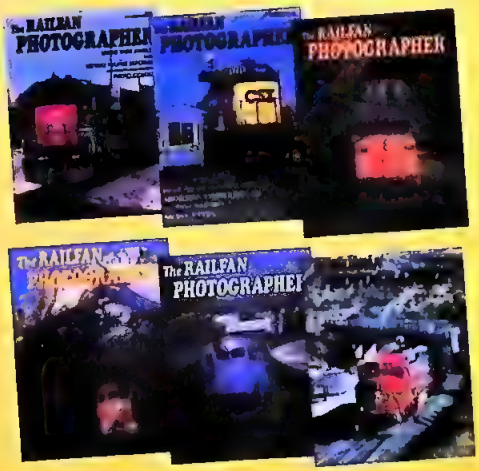

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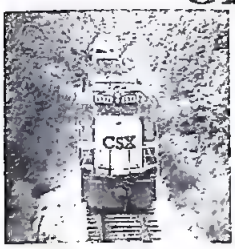

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Railnews

BAYOU DISASTER ON AMTRAK The worst wreck in Amtrak's 23-year history occurred north of Mobile, Alabama, within a few minutes of 3:00 a.m. on September 22, 1993, on the newly-established cross-country *Sunset Limited*. After 30 hours of searching, the death toll was up to 44 people while 13 were still missing. Two days later the fatalities reached 47 when the crew was removed from the lead locomotive. The *Sunset Limited* was traveling eastbound, reportedly at the 70 m.p.h. track speed and behind schedule, when it derailed on a combination ballasted-deck trestle and through truss bridge crossing the Saraland Bayou and Bayou Canot near the navigable Mobile River which parallels the former-L&N route there. The conductor reported that he felt the impact before the air brakes dynamited. The three locomotives were scattered on either side of the remaining wood-pile bridge approach, and two baggage cars and four of the eight coaches and sleepers landed in the water — one car was completely submerged in the murky water usually infested with snakes and alligators. The locomotive trio included AMD-103 819 in the lead and two trailing F40PHs — the lead locomotive landed nose-first in the mud with less than a third of it visible above the water level. Fire was a big part of the initial wreck, largely due to spilled diesel oil from ruptured locomotive fuel tanks, and TV news footage shot before dawn showed the AMD-103 still involved with flames.

No absolute cause was determined by our press time, but there is strong evidence that one or two barges from a six-barge tow being handled by a tugboat in heavy fog struck the bridge at some point, apparently distorting but not breaking the track. News reports indicated that the towboat operator had radioed that he'd hit something about twelve minutes before the *Sunset* wrecked.

The remote crash site was accessible only by water and helicopter, and the very muddy water required divers to literally search for survivors by feel. Less than an hour before the derailment, a 132-car CSX freight train had crossed the bridge at Saraland without incident. While the bridge is out of service, Amtrak is bussing its *Sunset* passengers between Pensacola and New Orleans.

NEW AMTRAK CARS During mid-1993, Amtrak began receiving the first of 140 new Superliner II cars being built at Bombardier's plant in Barre, Vermont. The order includes 55 sleepers, 38 coaches, 20 diners, 15 lounges and twelve transition dorms. Delivery is expected to continue into 1995, by which time Amtrak will have begun assigning the new double-decked cars to certain long-haul Eastern trains including the *Capitol Limited* and *Auto Train*. The new cars also feature a narrower red, white & blue stripe and differently styled "Superliner" lettering than previous Superliners.

Amtrak will be applying names to its new and existing Superliner sleepers. The standard Superliner I sleepers, numbered 32000-32069, will be named for various U.S. national parks and other scenic areas, except for the 32009, which has already been dubbed the *George M. Pullman*. The six new deluxe Superliner II sleepers, 32500-32505, will be named in the "Palm" series (*Palm Bay*, *Beach*, *City*, *Coast*, *Harbor* and *Springs*) and will be assigned exclusively to the *Auto Train*. The remaining 49 standard Superliner II sleepers, 32070-32118, will be named for the 48 contiguous states and the District of Columbia. In late August 1993, the *Arkansas* was shipped from Bombardier's Barre, Vt., plant (page 4). Amtrak Public Affairs Director Cliff Black confirmed that it was the first of the new Superliners out of the factory but preferred not to speculate on the notion that it had something to do with Arkansas being the home state of the current, pro-rail, president of the United States.

While Bombardier builds double-deckers for Amtrak's Eastern operations, Morrison-Knudsen is building nearly 100 new single-level Viewliner-style cars, half of them destined for service in California on Amtrak's *Capitol* and *San Joaquin* routes.

NEBRASKA CENTRAL On June 27, 1993, this colorful railroad was formed from roughly 280 miles of UP branch lines and secondary trackage in three segments in central-eastern Nebraska. The lines include 133 miles of track that radiate from the UP main line at Columbus, 85 miles west of Omaha, north to Norfolk, Albion and Spalding; a 62-mile line heading east from the UP main at Central City, 40 miles west of Columbus, to Brainard, and a 61-mile line from the UP main at Grand Island north to Ord. Nebraska Central has trackage rights over the UP main line between Central City and Grand Island, and the C&NW has trackage rights over the Nebraska Central between Columbus and Norfolk for what the railroaders still call "the cowboy train." The NC also leased the entirety of UP's Grand Island shops, and on unit grain trains of more than 65 cars UP will supply the motive power. The NC is owned by the Rio Grande Pacific Corporation of Fort Worth, Texas.

To operate the railroad, NC purchased a fleet of five "GP38MACs" (4200-4204) from National Railway Equipment in Silvis, Ill., resplendent in a striking "Husker red"-and-white carbody (see page 4) with a yellow stripe representing the "gold of the corn" (yes it's corny, but the shippers love it!). These 2000-h.p. GP38MACs are being remanufactured from 3000-h.p. GP40s, and the "AC" indicates that the GP40s, traction alternators have been retained. The GP40s' turbochargers were replaced with Roots blowers on the rebuilt GP38MACs. Historically, the 4200-4204 were former-MKT 170, 174, 177, 217 and MP/UP 600, respectively. The first unit delivered was the 4203 followed by 4204, and as of late September the 4200-02 were still yet to arrive. While waiting for the new units, NC has been leasing UP/MP U23Bs 542 and 4519, and UP has been rotating a GP38-2 on a weekly basis on the NC. Once the new units arrive, plans are to assign two of them to the Columbus line, two on the Grand Island line and one to the line to Brainard. NC operates whenever the customers need them, usually five days a week.

Nebraska Central 4203 happened to be passing through Council Bluffs on the UP during a gathering of the WGRF (World's Greatest RailFans) roster shooters-and-swappers, and R&R contributors Mike Lovis and John C. Benson negotiated to have the unit spotted for the perfect lighting featured on page 4.

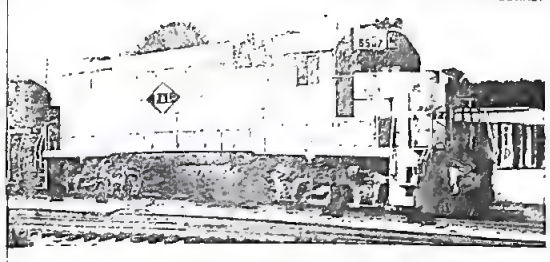
UP SD40X 3042 While en route west from Houston with 4-6-6-4 3985 in 1992, Union Pacific's steam crew discovered an historic diesel languishing in the dead line at Fort Worth: SD40X 3042 (page 4). Originally EMD demonstrator 434C, the unit was among eight SD40Xs built in 1965 as rolling test beds for EMD's new 645E3 prime mover. All eight were bought by UP and numbered 3040-3047. Their short length (due to the use of an SD35 frame) made the SD40Xs different from production SD40s, but six of the units, 3040-3045, were even more distinct for their SD45-style flared radiator housings. After the group was retired in the late 1980s, the 3041 became part of the PLM lease fleet, where its radiator flares again set it apart from PLM's many SD40-2s. The 3046 went to the Wisconsin Central, while 3042-3045 were leased for several months to Mexico's FNM and eventually placed back in retirement on UP property. At least three of the retired SD40Xs have been sold to salvage companies. That trend prompted the idea of moving the 3042 to safe storage at Cheyenne, Wyoming. As Bob Krieger of the UP steam crew put it, "We presented the idea to Omaha, and they approved it. There are no plans at present to do anything with it, but at least it will not be going for scrap."

PADUCAH & LOUISVILLE Back in 1990, the Atlanta & St. Andrews Bay sent GP39 507 to VMV Enterprises in trade for VMV GP38 2000 (ex-ICG 9526, nee-GM&O 707). VMV 2000 was then renumbered ASAB 501. At the time, ASAB was in the process of creating a roster comprised solely of GP38s and GP38-2s. ASAB's SD9s and single SD40 had been sold in 1988 to Helm Leasing, while the GP7s had been sold to South Central Florida Railroad.

So, what has VMV done with ex-ASAB GP39 507? During 1993, the unit was repainted into the silver-gray scheme of the Paducah & Louisville, a livery which is also applied to P&L affiliate VMV's fleet of lease locomotives. The GP39 has been renumbered P&L 8507 and is assigned to Paducah, Kentucky. At present, the 8507 is the only unit with a turbocharger on P&L's roster. (Affiliate VMV, however, does own a number of turbocharged units.) The remainder of P&L's roster is comprised of ex-ICG GP8s, GP10s, SW13s and even an SW13B. Nearly 70 units are owned by the P&L, which operates the former IC Kentucky Division between Paducah and Louisville.

In related news, at least ten GP35s, still in the black and white GM&O livery, are stored outside VMV's Paducah shops. As most

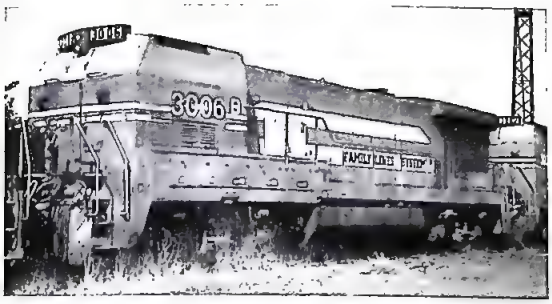
CLIFF DOWNEY



PADUCAH & LOUISVILLE GP39 8507 (ex-A&SB 507) was photographed at Paducah, Kentucky, on July 17 wearing its new paint applied by VMV Enterprises.

LACKAWANNA COUNTY RAIL AUTHORITY LARRY MALSKI

THE FIRST D-L FREIGHT to operate on the former Lackawanna main line between Scranton and Tobyhanna, Pennsylvania, was photographed at Moscow (see map on page 65) on September 11. DLRY C425 802 (ex-BCR 802, nee-EL 2452) did the honors while still wearing its BCR paint, augmented with DLRY's EL-inspired logo. The short line's other C425, ex-BCR 811 (nee-EL 2461), has already been repainted in an EL-inspired scheme. DLRY has replaced the LVAL and LVRY as contract operator for 40 miles of area trackage.



RANDY ALLARD

CSX B-UNITS are being created from the nine remaining ex-Seaboard Coast Line BQ23-7s. With its cab windows covered up, the 3006, now designated as BQ23-7B 3006B, was part of an "A-B-B-A" consist of the odd GEs photographed at East St. Louis, Illinois, on September 5 (left). The BQs' roomy "Quarters Cabs" were a precursor to today's super cabs.

railfans know, the GM&O was merged with the IC in 1972 to form ICG. The slow repainting schedule of the ICG in the 1970s meant that a number of GM&O units remained in service with their original paint untouched. But, when the IC downsized its fleet in the mid-1980s, most of the older ex-GM&O units (GP30s and GP35s) were sold or scrapped. As this occurred, those units still painted GM&O seemingly disappeared.

The particular group of ex-GM&O GP35s now at VMV was "saved" when the IC sold its Kentucky Division to the P&L in 1986 and the units were included in the sale. Eventually, the GP35s were transferred to VMV. Many of them were leased to other railroads in the late 1980s, and a few were rebuilt as BN GP39Vs. But by 1991, the survivors were placed in storage at VMV, awaiting an uncertain fate while preserving the image of the GM&O. In a year that has brought about the rebirth of a classic UP streamliner and provided the images of a narrow gauge steam rotary plow at work in Colorado, the presence of locomotives painted for a railroad that disappeared 21 years ago can easily be overshadowed — CLIFF DOWNEY.

A FIRE AT THURMOND Just before midnight on Saturday, August 21, 1993, a fire engulfed the often-photographed Chesapeake & Ohio two-track enginehouse at Thurmond, West Virginia. Firefighters responded within 15 minutes but could do nothing to save the building. The structure was entirely wood, including the floor which was on piers about ten feet above a slope leading down to the bank of the New River. Years of oil being soaked into the planking (the enginehouse had been built in 1905) and the air flow underneath the elevated floor combined to create perfect conditions for a quick burn. The building had been closed and most of its contents removed since the mid-1980s. In 1984, it was placed on the National Register of Historic Places. The National Park Service had been negotiating for purchase of the enginehouse from CSX. Long range plans had called for stabilization of the building and its eventual use as an interpretive museum. On the morning after the fire, all that remained of the classic wooden enginehouse was a large smoking pit with some twisted rails (page 4). The cause of the fire is still under investigation — KEVIN SCANLON.

TRIPLE CROWN SERVICE On April 1, 1993, Norfolk Southern's Triple Crown Services RoadRailer operation was restructured into a 50-50 joint venture with Conrail. The first new service launched by the partnership was a RoadRailer train five days per week in both directions between terminals near Atlanta, Georgia, and Harrisburg, Pennsylvania. By late April, a second service corridor was opened between Fort Wayne, Indiana, and Harrisburg. Both routes involve a combination of NS and Conrail trackage, resulting in one road's locomotives running on the other's trackage (page 4). The time-proven RoadRailer concept, which utilizes highway trailers custom fitted with their own flanged wheels to run on railroad track, should be successful on these joint Conrail/NS routes since truck traffic is heavy between the Northeast and the Chicago area and between the Northeast and the South. Conrail and NS plan to extend Triple Crown RoadRailer service to New Jersey by late 1993.

CSX B-UNITS Remember that fleet of ten odd-looking General Electric BQ23-7s (5130-5139) delivered to the Seaboard Coast Line in 1978? Having been issued 3000-series numbers after the Seaboard System merger, nine BQ23-7s (3000-3008) are still in service. CSX has begun a program of converting the "BQ's" into "B-units" by plating over the cab windows and adding a "B" suffix to the road number. Built before railroads were permitted to discontinue cabooses, these units and their "Quarters Cab" were a first attempt at moving the caboose to the head end of the train and were of a precursor to today's "Super Cabs."

MUSEUMS AND DISASTERS The harsh weather in recent months has taken severe tolls across the U.S., and three museums in particular have been hit especially hard. After Hurricane Andrew, the Gold Coast Railroad Museum, located adjacent to the Miami Zoo in Florida, lost every building and sustained heavy damage to their equipment (December '92 R&R, page 55). The wooden structures blew away, and the heavy iron "pole barn" buildings collapsed onto their display equipment, including two FEC 4-6-2s and the presidential Pullman *Ferdinand Magellan*. The Museum was insured for $1 million, but the damage totalled more than $3 million. Federal Emergency Management Administration (FEMA) is coming up with nearly $2 million, but the Museum is still several hundred thousand dollars short of what's required to simply reopen the doors. The Gold Coast Museum can really use donations, and they are offering memberships and merchandise for donations over $15.00. Contact: GCRM, 12450 S.W. 152 Street, Miami, FL 33177; 305/253-0063.

One steam road hit hard by the Midwestern flooding was the Boone & Scenic Valley, located in the Des Moines River valley in central Iowa. Their 15-mile line experienced several washouts and mud slides, and the tracks at Frazier, the end of their line, were under water for several days. Between Boone and the 156-foot-high trestle three miles away there were five washouts alone. B&SV people were able to make some repairs quickly to run short excursions, but ridership was way down, and only half-fares were charged. In a few weeks crews were able to open enough track so trains could cross the high bridge. The B&SV is currently running weekends with diesel power because "we need the men to fix the track," says president Elmer Gifford. The B&SV has applied for FEMA aid which "better hurry up." Also, CSS&SB car 106 is running under

wire between the railroad station and downtown Boone.

The Mid-Continent Railroad Museum in North Freedom, Wisconsin, was also hit hard by the heavy Midwest flooding. There was severe washout damage in two locations, and the shut-down for repairs cost them weeks of lost patronage and ticket sales during their normally most productive months. They are planning extra events to raise money, like fall foliage trains on October 2nd and 9th weekends, two weekends of Christmas trains in December and their annual Snow Train to be held during President's Weekend, February 19-20, 1994. Mid-Continent is one of America's premier operating museums, and it survives purely on ticket sales and volunteer's wallets. If you've ever considered donating money to Mid-Continent, now's the time, and donations are tax-deductible. Contact: MCRM, P.O. Box 55, North Freedom, WI 53951; 608/522-4261. A recorded message has current information and prices on upcoming events.

BANGOR & AROOSTOOK GOING INDEPENDENT The Amoskeag Company has agreed to sell Maine's Bangor & Aroostook Railroad to Ironhorse Ventures for $28.8 million. Amoskeag is a holding company that owns housing and real estate development companies as well as the BAR. Ironhorse Ventures is headed by W. Wallace McDowell, Jr., a former chairman of the Illinois Central.

The BAR operates 420 miles of trackage in Maine with connections to CN in the north, CP Rail at Brownsville Junction in the central part of the state and Guilford to the south. Major traffic includes paper, lumber, logs and potatoes. Amoskeag bought the BAR from Bangor Punta Corporation in 1969 — WALTER APPEL.

THE FIRST D-L FREIGHT On September 11, 1993, Delaware-Lackawanna Railway C425 802 made its first revenue run to the Tobyhanna Army Depot on the former-Lackawanna main line. Effective August 27, 1993, the DLRY replaced the Lackawanna Valley and Lackawanna Railway as contract operators of ten miles of former-D&H main line between Scranton and Carbondale and 30 miles of former-Lackawanna main line between Scranton and Pocono Summit, including the Scranton yard trackage. For motive power, the DLRY purchased two former-Erie Lackawanna Alco C425s from BC Rail, 802 and 811, nee-EL 2452 and 2461, respectively. And written into the contract to operate the county trackage is the requirement that both locomotives be painted in an Erie Lackawanna-inspired livery. The 811 was completed in time for Steamtown's RailPhoto '93 weekend beginning September 17, 1993. Radio frequency on the D-L is 161.460. The D-L plans to restore the C425s' EL road numbers.

In related news, Lackawanna and Monroe Counties were successful in obtaining additional Lackawanna right-of-way from Conrail during August 1993. The counties purchased with state funding the 20 miles from Pocono Summit south to Analomink (East Stroudsburg), and the counties were granted passenger-trains-only trackage rights to Slateford Junction in the Delaware Water Gap, where a connection with the New Jersey Cut-off and NJ Transit would be made should the rails ever be restored west from Port Morris, N.J.

COPPER RANGE S12 200 When does a locomotive still work for its original owner, even though the railroad has been abandoned for some 20 years? When it's Baldwin S12 200, the only unit still working for the Copper Range Corporation mill at White Pine, Michigan. As a subsidiary of CRC, the Copper Range Railroad hauled lumber products and minerals on Michigan's Upper Peninsula until its abandonment in 1972. The company-owned plant at White Pine, however, still requires regular switching service. COPR's two other surviving units, Baldwin DS4-4-10s 100 and 101, were sold to the New Hope & Ivyland in 1976, leaving the 200 alone at Copper Range. Members of the Duluth, South Shore & Atlantic Division of the Soo Line Historical & Technical Society visited the S12 as part of their meeting at nearby Bessemer, Mich., in August 1993.

BRANSON SCENIC RAILWAYS Operations have begun on the *"Ozark Zephyr"* tourist trains out of Branson, Missouri, which is rapidly becoming the country music capitol of the world. Run by Branson Scenic Railways on the tracks of the Missouri & Northern Arkansas, the trains make four trips daily except Tuesday. At 8:30 a.m. and 2:00 p.m. the train heads south across the Arkansas state line encountering four bridges, a lake and two tunnels, and at 11:00 a.m. and 4:30 p.m. it heads north to Reeds Springs, Missouri. The consist is currently red-and-gray M&NA GP35 6527 and GP20 483 at opposite ends of the train, three stainless steel fluted-side coaches and the Frisco-painted *Cimmarron River*. Later, the fluted *Westport* will replace the Frisco car when it leaves to fulfill other commitments. Trip prices are $14.95, $13.95 for senior citizens and $7.95 for kids.

Initially, Glen Monhart's *Panama Limited*-painted FP7 96A and F7 106 were leased by BSR to pull the trains, but upon arrival on the M&NA at Carthage, Mo., they were found to be non-FRA compliant. Once the defects are resolved, BSR still intends to use the vintage cab-units. Both F-units are currently at Branson.

UPDATE ON BUILDING TRACK TO BRANSON Minor setbacks have been encountered on the Ozark Mountain Railroad which plans to survey and build and brand new 85-mile railroad line connecting four tourist hot-spots in northern Arkansas and southern Missouri, including Branson (see May '93 issue, page 42). The ICC "conditionally approved" construction of the line pending an environmental impact study back in February 1993. One setback is that, simply, OMR is still waiting for the ICC okay to start building. Also, property owners in the Branson area are opposing the railroad construction claiming that the line is using "eminent domain" laws to obtain high-dollar land cheaply (though the law says that if the railroad isn't built, the land reverts back to its owner).

Headquarters for the OMR is in Oak Grove, Ark., and the plan is to build four lines radiating from there: a 27-mile line southeast to Harrison, a 21-mile line running almost due west to Eureka Springs, an eight-mile branch due north to Dogwood Canyon and an all-new line running against the mountain grain (including eight tunnels and three significant bridges) to a point just west of Branson. Roughly 40% of the planned construction is on the right-of-way of the long-lost Missouri & North Arkansas, and the rest will be all new construction. There are no firm plans for connections with other railroads, and OMR plans to haul only tourists with a fleet of yet-to-be-purchased steam locomotives.

THE SPIRIT OF WASHINGTON Washington Central's new A-B-A F7s, which debuted on a photo freight out of Yakima in June 1993 (October 1993 R&R), have begun hauling the short line's popular *Spirit of Washington* dinner train between Renton and Woodinville, Washington. WCRC relocated its dinner train operations from Yakima to the Seattle area in 1992 to draw from the larger population center. When it recently acquired former *Transcisco Texan*/Texas Southern F7As 100 and 102 and B-unit 101 (ex-Erie Mining, nee-B&LE 723, 726 and 723B), WCRC had initial plans of assigning them to a northern Illinois dinner train. Instead, the Fs have joined the Seattle-based *Spirit of Washington*. The turning operation at Woodinville is interesting because the wye move has the train crossing a small trestle.

LORAIN & WEST VIRGINIA This historic name is being remembered on a tourist train operating out of Wellington, Ohio, on the southern-most two miles of the former-L&WV. Merged into the W&LE and later Norfolk Southern, L&WV's 25 miles of trackage from Lorain, on Lake Erie 40 miles west of Cleveland, south to Wellington is still in place but hasn't seen flanged wheels in over two decades. In its current form, the southern eight miles has been purchased by the Lakeshore Railway Association, the middle twelve miles is owned by the Lorain City Water Authority and the remainder is still owned by NS.

The tourist train is powered by former-U.S. Steel Alco RS2 123 (page 53) painted in a wine-and-orange livery lettered "Midwest Railway." The unit is owned by the Midwest Railway Historical Foundation which also owns the currently out-of-service Grand Trunk Western 2-8-2 4070. To honor the fallen flag, the RS2 carries "L&WV" on the end of its long hood. Most of the line is still under two decades of vegetation, but it is hoped to reopen more of the line at the planned rate of two miles per year — JOHN C. BENSON.

KODACHROME STEVE BROWN

THE SPIRIT OF WASHINGTON dinner train made a wye move over water at Woodinville, Wash., on August 29 while locals admired the colorful F7s assigned to the Seattle-area operation by owner Washington Central. The former *Transcisco Texan* units had debuted on a photo freight out of Yakima in June (October 1993 R&R) and were originally slated to power a northern Illinois dinner train. They now work between Woodinville and Renton, Wash.

FUJICHROME VELVIA: JAMES P. BELL

BRANSON SCENIC RAILWAYS has acquired Wisconsin & Calumet F7 106 and FP7 96A for tourist train service on former Missouri Pacific trackage out of Branson, Missouri, where the units were photographed last August 27.

EKTACHROME GRAY TUTTLE

WACCAMAW COAST LINE has repainted its three former Canadian National units — F7As 9158 and 9163, and B-unit 6622 — in proper CN livery, albeit with WCLR markings and nose heralds. The two A-units, shown at the WCLR's headquarters in Conway, South Carolina, on September 2, were last used by VIA in the late 1980s on trains between Winnipeg and Churchill and later sold to Montreal Locomotive Sales. The WCLR bought the 9158 in January 1992 and the 9163 in March 1993. Both F-units are now being used in daily freight service on WCLR.

KODACHROME HERMAN PAGE

KODACHROME JOHN C. BENSON

COPPER RANGE S12 200 was photographed on August 13, 1993, at White Pine, Michigan, where it works the Copper Range company mill. COPR's mineral- and timber-hauling railroad in northern Michigan was abandoned in 1972, and its two other Baldwins were sold to New Hope & Ivyland.

LORAIN & WEST VIRGINIA ex-U.S. Steel RS2 123 was at Wellington, Ohio, on August 23 (left). The Alco unit is owned by the Midwest Railway Historical Foundation. L&WV currently operates only two miles of trackage from Wellington north but plans to reopen the remaining 23 miles to Lorain, which have been closed for some 30 years.

California Baldwin

by Scott Snell

Awakened by an unfamiliar rumbling, I lowered the window on my rented Nissan to reveal the looming silhouette of a pair of idling Baldwin S12s. The headlight piercing the moisture laden pre-dawn air was the answer: Yes, the Sierra Railroad would be running today. Despite the cramps throughout my back and legs from attempting to sleep in my car, the sounds of idling Baldwin prime movers and the rising sun were enough to motivate me. It's not every day one is awakened by a pair of 40-year-old Baldwins.

What brought me from New Jersey to the sleepy community of Oakdale, California, was an invitation to present a multi-media slide program at Winterail 93 in Stockton. Arriving in San Francisco late on the evening of Wednesday, March 3rd, I had driven to Oakdale, western terminus of the Sierra Railroad. A telephone call to the Sierra earlier in the week had revealed that they would be operating Thursday or Friday. Plans had previously been made to photograph the Amador Cen-

PHOTOGRAPHY SCOTT SNELL

Winterail '93 provided an opportunity to explore California's surviving Baldwins on the Sierra, Amador Central and Trona

tral on Friday, so I took my chances on the Sierra.

Upon completing a routine check of S12s 42 and 44 (sister S12 40 is out of service and used as a parts source), the two-man crew departed the engine facility for a brief run to pick up their train. Armed with my trusty Delorme map, I conferred with the crew on the day's itinerary and discussed the easiest way of following the train. They informed me of several washouts along the local roads and tipped me off to detours, some of which I would later discover were washed out as well due to the recent heavy rains in California.

Departing Oakdale at 7:00 a.m., the Baldwins made for a splendid sight heading into the rising sun. Standard operating procedure is for the units to be m.u.-ed nose-to-nose with the cabs facing outward for greater visibility. Empty woodchip cars and a lone empty flat made up the eleven-car train. The first switching moves of the day would be at the U.S. Fiberboard mill at Chinese Camp. Several excellent photo locations featuring sprawling farmlands, windmills and livestock were easily accessed. A leisurely speed of 10 m.p.h. allowed for numerous opportunities to record this charming example of California short line railroading.

Leaving the train at Cooperstown, I had to negotiate several detours before returning to the tracks at Keystone. The climb into the Sierra Nevada foothills through Dry Creek Canyon begins in earnest at Cooperstown, and it would be approximately one hour before the train reached Keystone. Perched in a craggy old oak tree still devoid of foliage, I was afforded an excellent view of the Baldwins battling the 2% grade through an S-curve on the approach to Keystone. Next stop, Chinese Camp.

Switching chores at Chinese Camp consumed about an hour and removed four chip cars from the consist. These were spotted for loading and would be picked up on the return trip. Continuing the trek through the Mother Lode towards Jamestown and Sonora, the next stop would be the U.S. Fiberboard mill at Standard, present end of track (the line east of Standard to Tuolumne is out of service). With the arrival at the mill around noon, the crew performed their switching duties and ate lunch, affording me the same opportunity. While the mill property is off limits, some good telephoto views can be made from public roads along the south side of the mill.

Departing Standard with eight

AMADOR CENTRAL Baldwin S12 No.9 was working from Martel to Ione on March 5, 1993, and was photographed here in a typical view of the twisting line. Invited to the top of the mill building, Scott got a very untypical view of No.9 (**below**) working the SP interchange yard at Ione. On the previous day, the Sierra Railroad had been running its pair of Baldwin S12s (**opposite**) from Oakdale to the lumber mill at Standard and back.

THE TRONA RAILROAD BALDWINS had already been retired and sold Johnston Terminal Company, but on March 8, 1993, they were parked in the SP's yard at Mojave (**above**), where a bit of creative double-exposing got them combined with that night's full moon. No camera trickery was needed to capture the SD45-2 rebuilds laying over at Searles (**below**) with the distinctive cloud trail of a rocket test launch in the twilight sky. The new crew that showed up to run back to Trona waited for Scott to finish his photo.

loaded woodchip cars, the train would fill out to a dozen cars after picking up four previously spotted cars at Chinese Camp. Leaving Chinese Camp behind, it was back to the detours and a rendezvous with Baldwins N' Chips at Cooperstown. The return trip through the undulating green pastures of Stanislaus County provided a plethora of spectacular views along a marvelous audio presentation courtesy of the turbocharged four-cycle prime movers of the 44 and 42. Arriving back at Oakdale around 4:30 p.m., the crew wasted no time dropping their train on the SP interchange track and tucking the Baldwins into the enginehouse. A bonus was finding the SP working the Sierra/SP interchange with a GP9-SW1500 combo.

The Amador Central

After a much deserved motel stay in Stockton, I was off to Martel, base of operations for the Amador Central. Checking with the railroad office located within the sprawling Georgia-Pacific mill, I was informed that the crew would be arriving momentarily and upon completing their switching duties at the mill would depart westward for the SP interchange at Ione. A check of the enginehouse revealed S12 No.9 but no sign of No.10, except for the hood which was stored outside.

The engineer arrived and informed me that No.10 was over at the mill and was the recent recipient of a new main generator. As the day's first move, No.9 would pick up the 10 at the mill and return to the Amador shop where reassembly could be completed.

Blue skies and another Baldwin were to be the order of the day. With switching chores completed and the 10 tucked safely into the shop, the train — along with a small contingent of photographers, including R&R Editor Boyd — was off to Ione.

The Amador Central is quite a sight dropping downgrade through the Sierra foothills. The right-of-way twists and turns at random, reminiscent of the Winchester & Western in Virginia. Photo opportunities abound, and while the Amador is not quite as easy to photograph as the Sierra, quality results may be obtained with some preparation and scouting. Midway downgrade near Milepost 6 and away from the road, the train stops to cool its brakes for 15 to 30 minutes. A brief walk down the tracks toward MP 6 yielded a classic view framed under a gnarly oak. Although the Amador runs west in the morning, the numerous curves allow for many "properly lit" photographs.

Arriving at Ione, No.9 set out its train and picked up cars interchanged by the SP. The former Southern Pacific depot still stands but is now part of the adjacent feed mill complex. The four-track yard hummed with activity as No.9 grumbled back and forth preparing for the return to Martel. Running cab first, No.9 departed Ione with seven empty woodchip cars.

As the train disappeared around the bend at the east end of the yard, a headlight appeared to the west. The SP local from Galt was arriving with a pair of Cotton Belt GP40-2s. I decided to go with the Amador for a few photos, grab some chow and return to see what the SP was up to. My decision to return with the SP job was made after learning that the branch from Galt to Ione was on the auction block (in an unexpectedly pleasant turn of events, the SP has since decided to keep the line and taken it off the market).

The Cotton Belt units tied up for lunch at the end of track, while the adjacent local school let out for the day. Nobody seemed to notice the usual pair of GP9s had been supplanted by a pair of shiny, ditch light equipped GP40-2s. During the lunch break, I went over to downtown Ione to photograph Amador Central 2-6-2 No.7, another Baldwin product. Painted in a rather tacky black, red and silver scheme and nicknamed *Iron Ivan*, No.7 is on display next to the police department. Shortly after 4 p.m., the SP crew returned and departed with cars from the Amador and a local glass factory. A few miles west of Ione at the Edwin stone pit, 40 company cars loaded with ballast were added, filling out the train to nearly 50 cars.

The afternoon sun was getting low as the train traversed fields of bare oak trees and vibrant green pastures. The oddest sight was not of the SP local, but of the cooling towers of the closed nuclear power plant near Clay looming over the pristine countryside occupied by grazing cattle. The final photo of the day was recorded as the train slowed for the crossing of the Central California Traction diamond at Herald.

For me, it was now off to Stockton.

Winterail

Friday evening a dinner was held for the Winterail crew, show presenters and invited guests. Afterwards an impromptu slide show was held in the hospitality room (bunker!) at a local motel. A variety of subjects was shown, and most interesting were some excellent SP rotary images from the recent battle with heavy snows on Donner Pass.

Saturday dawned sunny, but the day was reserved for Winterail. Before the show, I accompanied Jim Boyd to the famed morning pilgrimage to Stockton Tower. As we arrived, I couldn't believe my eyes. The parking lot was filled with cars, and people were wandering about waiting for the action to begin. There was a carnival-like atmosphere with people hawking HO models from their cars as an eastbound Amtrak train banged across the diamonds. Stockton Tower was not an overly inspiring location for photography, but it certainly added to the Winterail experience.

Winterail itself exceeded my expectations. I made the rounds at the railroadiana sales before heading to the auditorium for the main event. A total of ten shows was presented covering a broad spectrum of subject matter. Butterflies were flying in my stomach during my presentation, but it was over in a flash. My thanks to the Winterail folks for the opportunity to present my program. For anyone interested, this is *the* railfan photography event not to be overlooked. I was fortunate to meet many fellow photographers, some of whom I had known only through photo credits.

Southbound Sunday

Somewhere around 3:00 a.m. Sunday, I decided to leave the post-Winterail bash and head for the Santa Fe drawbridge at Middle River. I had a dawn rendezvous planned with some Winterail acquaintances to photograph Amtrak *San Joaquin* 702 and then spend the day in Franklin Canyon.

Sunday morning dawned foggy and far too early, when I realized that I was on the wrong causeway! Fortunately, this mistake was rectified, and the Amtrak train was recorded for the history books. After one more Amtrak train,

westbound 711, it was off to Franklin Canyon, where the afternoon was spent photographing several Santa Fe trains. A brief stop at Pinole yielded a Espee freight traversing the shores of San Pablo Bay. Franklin Canyon, though not geographically large, is an interesting oasis of rolling green hills surrounded by the encroaching sprawl of the Bay Area. This proved to be an enjoyable, unplanned side trip and a nice way to wind down after Winterail. After finishing the day at Pinole with the *California Zephyr* at sunset, it was off to Oakdale where the Sierra was scheduled to run again on Monday.

Clouds arrived Monday morning, but the Sierra crew did not. A quick glance at the map and I figured that I could reach Tehachapi by mid-afternoon. So off I went rocketing down Route 99 through the Central Valley. Railfans in California have it *far toooo easy*!

Arriving at Bealville around 2:00 p.m., I photographed a pair of Santa Fe trains and one SP move in 15 minutes — and the sun was shining! Good old Tehachapi; this place never lets you down. My main objective was to photograph the Santa Fe's new GE C40s and check to see if the Trona Baldwins were still awaiting pickup by the SP at Mojave. After bagging a C40 on my first Santa Fe train, I headed for Mojave.

The Trona Baldwins

Trona AS616s 53 and 54 were proudly resting on the west side of Mojave yard coupled to a cut of covered hoppers, looking very much like a revenue train. This allowed for some excellent photo studies of the Baldwins in the low golden desert sun. I had photographed the Trona Baldwins in 1985 and hoped to bid them farewell before departing for their new home in Oklahoma. Despite the faded Trona paint, the units seemed to shine, effectively masking their 40-plus years of service.

A check of Purdy's scrap yard on the outskirts of Mojave turned up ex-Kerr-McGee RSD12 2962. This former-SP unit had been disposed of by Kerr-McGee and had recently been sold to the Western Tennessee Railroad. It was being re-lettered WTNN 1854 in preparation for shipment.

Nightfall arrived, so it was time to record the Baldwins after dark as well. After lighting up Mojave like a thunderstorm, bulbs and tripod were packed away, and it was off across the lonely desert roads to Searles in hopes of catching the new Trona power on Tuesday morning.

Peering out from my tent at dawn, I yawned and found Trona AS616 52 greeting me. The 52, along with two boxcars full of rare Baldwin parts, was awaiting pickup by the SP and forwarding to Mojave to be reunited with the 53 and 54. Nothing appeared to be happening imminently, so it was off to Trona.

The small town of Trona, Cal., home of the Trona Tornadoes, is dominated by the sprawling North American Chemical Corporation plant, sole reason for the town's existence. With the 1990 sale of the Trona plant and all mineral rights by Kerr-McGee Corporation to NACCO, more than a change of ownership was instituted. The new management decided to replace the Baldwins with motive power capable of handling the heavy borax and trona trains all the way to Searles. The Trona had been leasing Espee power for the run from Searles to West End, but this power became increasingly unreliable. Their own age and poorly maintained SP power had sounded the death knell for the Baldwins. Consequently, the AS616s, along with a sizable cache of parts, were sold to Johnston Terminal Company in Muskogee, Oklahoma.

Replacement power arrived in January 1993 in the form of six re-manufactured SD45-2s (five ex-Santa Fe, one ex-CSX). Rebuilt to SD40-2 standards by Atelier Montreal Facilities and leased from Helm, the new Trona units retain a tasteful version of the previous scheme of red and silver. Unfortunately, the new management has decided not to include the unique Trona cactus herald which adorned the Baldwins. Hopefully, an updated version may yet appear.

Most of the day was spent around Trona awaiting the afternoon depar-

California Baldwin Bonanza

ture of the empty coal train bound for the SP at Searles. A pair of SD45-2s spent the day switching between Trona and Argus, which provided a distraction while waiting for the coal train.

Powered by a trio of the rebuilds, the empty hopper train departed Trona at 5:00 p.m. — about the same time the clouds began to arrive. A few sunny shots were had between Trona and West End before the train and road diverged. I waited at the Trona Road grade crossing and listened to ... nothing. The desert can be a very quiet place for someone from New Jersey. I loved it. As the clouds flew by overhead, the SDs could finally be heard battling the wind and a 2% grade on the approach to Searles. I took no photos, but the experience was mentally noted as the train slowly passed. A nice silhouette was exposed at the SP interchange. After dropping their train for the SP, the Trona crew tied down the road power and were returned to Trona in a company vehicle. This was a stroke of luck, as the units sat unobstructed with a brilliant desert sunset directly behind. Time for more Trona night photos! A new crew soon arrived and patiently waited as the final shot was made. One member of the crew approached me and asked if "I had gotten a photograph of the funny cloud near the horizon." He informed me that this was a trail left by a missile which was probably launched from one of the numerous military installations located throughout this portion of the Mojave Desert. Later that evening, this story would be confirmed courtesy of the news back at Motel 6 in Mojave.

Return to Tehachapi

The next three-and-a-half days would be spent wandering about the Tehachapis. This would be my fifth visit to what is arguably one of the premier railfanning locations in the U.S. Many California railfans seem to take the Tehachapi's for granted and cast a wary eye when the idea of railfanning the area is discussed. I, for one, need no convincing. Sure, Donner, Feather River and Cajon Pass rate highly, but Tehachapi is tops. From the parched high desert on the climb out of Mojave to the carpeted green (in spring — brown in summer) hills of Bealville, the daily battle to move the tonnage of SP and Santa Fe is virtually unmatched.

My past visits have all been in April and May with varying degrees of greenery on the east side. With the drought-ending rains of this past winter, the mountains were almost glowing green. This was especially true in the vicinity of Bealville and Caliente, where the landscape is transformed into a model railroad-like setting. It was like someone unrolled a huge piece of artificial grass and covered the hills with it. The only thing missing was a stryofoam tunnel with a snow capped peak! Many of the hillsides were carpeted with spring wildflowers which were in full bloom. Having covered the Loop and the Mojave-Tehachapi areas quite heavily on previous visits, I concentrated my efforts between Walong and Cable and between Cliff and Ilmon. Access to many of these areas requires a walk-in effort, but the quantity of traffic and variety of locations makes chasing unnecessary.

Since my last visit in May of 1991, there have not been many significant changes. Unfortunately, the SP depot in Mojave has succumbed to the wrecking ball despite local preservation efforts. The proverbial mobile trailer now serves as the yard office. Southern Pacific motive power seems to get grungier after each visit, and I wonder if any of these units have been washed since I was there last. Several SP units were running around in the new Super Skunk speed lettering image, some clean, some ... oh well.

Notwithstanding their outward appearance, SP motive power seemed to be making it over the road with fewer breakdowns. Much of the credit for this monumental achievement can be attributed to the Burnham Shops Locomotive "Reseal" Program. Rio Grande power has been assimilated into the SP fold and may appear on anything from a swing helper set to a Trona-bound coal train. Many of the SP units have had their Gyralite package removed, and several now sport the latest rage in visibility: ditch lights. Among the SP/D&RGW mix were several CSX run-throughs and GATX leased units. Despite the rust and grime (red and gray), the sight of four battered tunnel motors smoking upgrade through Tunnel 5 can be the ultimate Tehachapi statement.

Over on the Santa Fe things were looking bright. With all units now adorned in freight blue and yellow or Super Fleet red and silver, the Santa Fe exudes an air of dominance over the SP. Since my last visit, new Dash 8-40CWs had arrived as well as GP60Bs. Most units were relatively clean for winter, although the sun definitely takes it toll on Santa Fe yellow. While motive power is freely mixed, there are good chances for solid warbonnets on the hot 199/991 UPS trains. While still making the grade, Santa Fe's SD45/F45/FP45 fleet showed up in far fewer numbers than previous visits. Time is almost up for these aging machines.

As I spent my final few hours at Tehachapi breaking camp for the last time, I reflected on the past week and a half. Ten consecutive days chasing Baldwins, attending Winterail, witnessing the change of Trona and realizing things are status quo on Tehachapi didn't make me feel homesick at all. At that very moment, friends and loved ones were being pounded by the "Blizzard of '93." California was definitely the place to be.

SANTA FE SUPER FLEET units definitely steal the show on Tehachapi these days. A pleasant surprise that had occurred on March 5, while chasing the Amador Central, was the appearance of two Cotton Belt GP40-2s (**opposite**) on the SP's Ione branch, shown westbound at Clay with the cooling towers of a nuclear plant in the background.

Steamtown 1993: Moscow and the Mall

RailPhoto '93 opens up home track with diesels and steam

by Jim Boyd

While the political fight over its continued existence continues in Congress, the Steamtown National Historic Site in Scranton, Pennsylvania, has been making substantial progress in getting its infrastructure in order — and its annual showcase, the "RailPhoto" photographer's weekend, was an impressive affair this year in spite of marginal weather. While construction continues on the visitors' center and roundhouse complex, the results of two other major projects were very much in evidence: the opening of the main line track to Moscow and the near-completion of the Lackawanna Avenue Mall adjacent to the museum site.

Since the National Park Service took over Steamtown in 1988, until this year they had been unable to operate trains on the former-DL&W main line southward to Moscow and Mt. Pocono — as the previous Steamtown Foundation had done between 1984 and 1987 — because inspections had uncovered problems with a number of the bridges on the route and complications which arose over ownership of the track and insurance considerations. Between 1989 and 1992, the Park Service had arranged with first the New York, Susquehanna & Western and then the Canadian Pacific to operate its summer excursions over the Delaware & Hudson to Kingsley.

The former-DL&W main line north of Scranton had been deeded to the D&H with the creation of Conrail, and it is now an important link in CP Rail's freight network in the northeastern U.S. In fact, the once-quiet line had become so busy with CP Rail freight traffic that it was becoming increasingly difficult to keep the Steamtown excursions operating on schedule without tying up the railroad. As a result, CP Rail, while otherwise actively supporting Steamtown, insisted that the regular weekend excursions be moved off the D&H for 1993.

The county-owned line to Moscow was due to be cleared for Steamtown service by the summer of '93, but the ouster of the Lackawanna Valley as contract freight operator and the assumption of operation by the new Delaware-Lackawanna Railway (creat-

BRUCE KELLY used his 500mm telephoto on Saturday to reach completely through the Nay Aug Tunnel on Steamtown's line to Moscow to catch CPR 4-6-2 2317 about to enter the west portal. On Sunday, the doubleheader (**opposite top**) exited the east portal on a photo runby. Later that day E8 808 (**opposite bottom**) led the passenger train out the west portal, as viewed from Nay Aug Park.

BRUCE KELLY

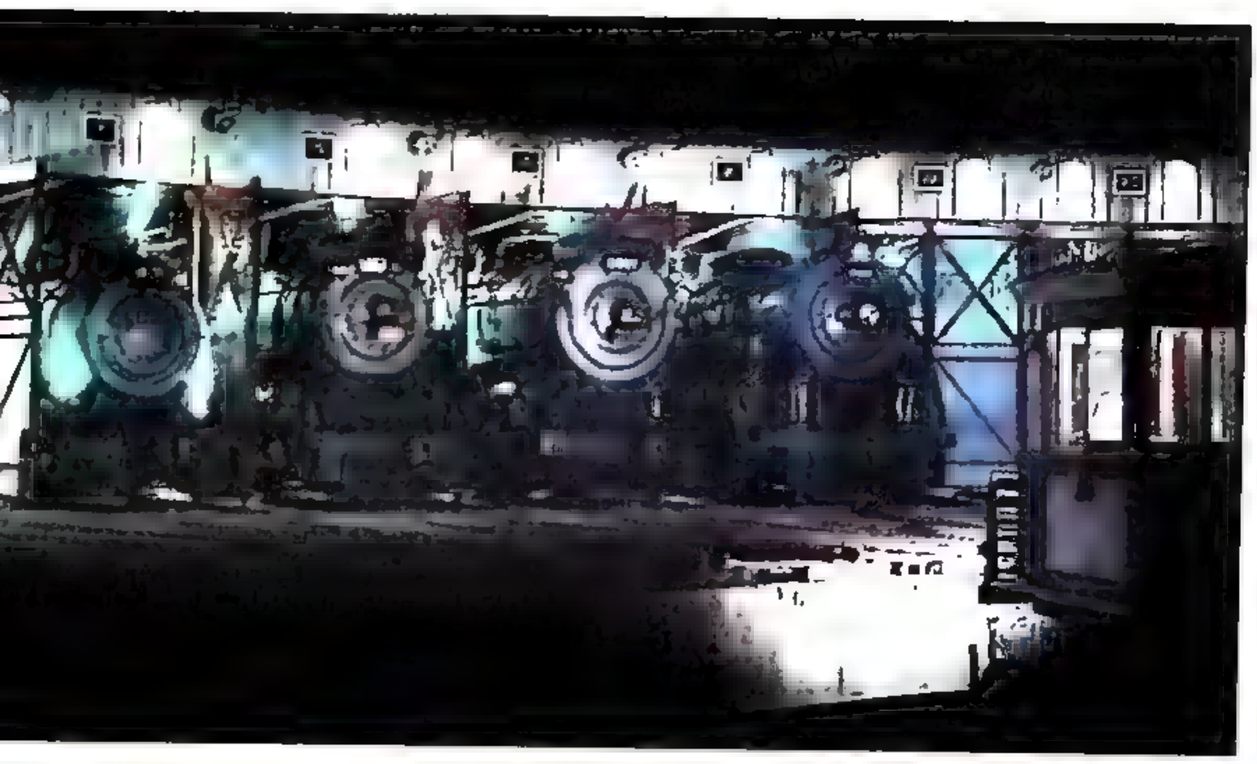
TWO FUJICHROMES: JIM BOYD

ed by Mike Thomas and David Monte Verde's Genesee Valley Transportation Company) delayed the beginning of Steamtown passenger service to Moscow until August 28, 1993. The Delaware-Lackawanna operates the line all the way to Pocono Summit and is developing freight customers in that area, but the trackage south of Moscow has not yet been upgraded to passenger standards. The D-L brought in a pair of Alco Century 425s to operate both the Pocono Summit line and the former-D&H trackage to Carbondale. The Alcos, purchased from the British Columbia Railway, were originally Erie Lackawanna (BCR 802 was EL 2452 and BCR 811 was EL 2461). The 811 was repainted into D-L's version of the EL scheme in time for participation in the Steamtown activities, while the 802 was on hand for switching duties in its BCR green (once the import and FRA paperwork on the units is cleared up, they will reportedly be restored to their EL numbers).

RailPhoto '93

Steamtown's fourth annual photographer's weekend was scheduled for September 17-19, 1993. As with the 1992 affair, it was organized by the Steamtown Volunteers Association and

THREE KODACHROMES MIKE DEL VECCHIO



FUJICHROME JIM BOYD

...rected by its vice president, Jim Fransen. It had been decided early-on to keep the activities on Steamtown's "home track" and not try any off-line excursions. Conrail, CP Rail and the Morristown & Erie all teamed up to bring into Scranton an impressive collection of modern and historic locomotives and private passenger cars.

The weekend schedule was launched on Friday morning with a 9:30 trip to Pocono Summit using New York, Susquehanna & Western Budd RDC M-1, owned by the NYS&W Historical & Technical Society. On the FRA Class 1 track south of Moscow, the Budd was limited to 15 m.p.h., but the passengers enjoyed the day-long outing. At 4:30 p.m., a deluxe dinner train, comprised of the private cars, was boarded behind the Lackawanna Station Hotel for a run to Moscow behind the Anthracite Roads Historical Society's impressive A-B-A set of tangerine and blue Jersey Central F3s (CNJ 56 and booster D, owned by ARHS, are ex-BAR F3A 46 and cosmetically altered ex-B&M F7B 4268, while the CNJ 57 is ex-BAR F3A 44, owned by Tri-State Chapter NRHS and leased to ARHS). The food and service on the dinner train got rave reviews.

Friday was also utilized for the night photo sessions, with two groups of photographers alternating on five different equipment set-ups. Steve Barry and Tom Trencansky handled the flash for one group, while Kermit Geary, Jr., Bob Bahrs and Mike Del Vecchio teamed up for the other. The scenes included steam locomotives in the roundhouse; the CNJ F3s, DL&W E8 and Reading RS3 by the diesel shop; the D-L C425; Conrail SD60M 5549 and M&E C424 19, and CP Rail's SD40F 9000 and *"Empress of Agincourt* RSD17 8921 (both units are unique, the 9000 being the only cowl-carbody unit in the new CP Rail System dual-flag livery, and the 8921 being a one-of-a-kind MLW model and the only CP Rail unit with the nose stripes "backwards," angling down to the fireman's side). The rain held off just long enough to get all the night shots in.

SPECTACULAR SIDE-BY-SIDE runbys kicked off Steamtown's gloomy Saturday. The CPR 4-6-2 2317 and CNR 2-8-2 3254 performed runbys beneath the new Mall's unfinished pedestrian overpass to the museum site (**above**) and south of the Lackawanna Station Hotel (**below**). Night scenes on Friday (**opposite**) included the diesel line-up at the shop, the three serviceable steam locomotives plus B&M 4-6-2 3716 and Conrail's special Philadelphia Division GP38-2 7868 on the Operation Lifesaver train. CP Rail's one-of-a-kind 8921 is shown on Sunday evening; note the new Mall skyline.

TWO PHOTOS, MIKE DEL VECCHIO

Gloomy Saturday

A frontal weather system stalled over the Northeast on Saturday, and most of the day was spent under a thick blanket of clouds, though actual rainfall was minimal. Activities kicked off with a side-by-side romp up the new main line with CPR G3 4-6-2 2317 on a passenger train and CNR 2-8-2 3254 on a five-car freight. The setting was the back side of the Lackawanna Avenue Mall, which had been built on the site of the former-DL&W High Line passenger main and had resulted in the demolition of the classic downtown skyline depicted on our February 1991 cover.

While the Mall is an undeniable abomination, its effect on the Steamtown site is not as bad as I had feared. The back facade of the structure resembles the other industrial buildings in the area, and the overhead pedestrian walkway to the Steamtown park site has a surprisingly "railroady" flavor and is not the horrid plastic conduit that had been anticipated. The relocated main line retains much of the flavor, if not the detail, of the former High Line.

After two side-by-side runbys, the participants boarded the passenger train, moved up beyond the Lackawanna Station Hotel and unloaded for another pair of side-by-side runbys. Then it was up to East Winton in Roaring Brook Gorge for more runbys with the freight and passenger consists individually.

After an hour layover and box lunch at Moscow — where the local fire department pumper "E-8" watered the steam locomotives — the passenger train eased downhill toward Scranton with the two locomotives doubleheaded but running tenders-first. At East Winton the passengers were unloaded, and the Delaware-Lackawanna maroon and gray C425 performed a runby and a static pose with the freight train, capped off with Jersey Central Chapter's Erie Railroad caboose (built at the Erie's Dunmore Shops just east of Nay Aug Tunnel). The sun made a brief appearance through a "sucker hole" during the static pose, making for an unexpectedly pleasing shot.

While I was on the train Mike Del Vecchio was photographing from lineside, and the whole Kelly clan (Bruce, Amy and Shannon) were going for the "grunt" shots deep in the gorge in their 4-wheel-drive Blazer.

The sky brightened, but the sun never quite made it out again before the park and diesel displays were closed at 5:00 o'clock. Sunday was promising better, however.

Saturday's activities concluded with a well attended banquet in the ballroom of the Lackawanna Station Hotel, and after an excellent buffet dinner, the guest speaker was Steve Lee, head of the Union Pacific steam program. He started right out relating how he was unceremoniously chased away from Big Boy 4012 by a park ranger when he had arrived that afternoon. "It's the first time I've ever been run off of a UP steam locomotive," Steve quipped.

In one of the most entertaining banquet talks I've ever heard, Steve related stories about his experiences running steam locomotives in today's railroad environment — including venturing onto CSX for the Clinchfield Santa Train where his authority to directly solve his own problems was severely limited. Commenting on Steamtown's Big Boy, he stated flatly that the "UP is not going to restore a 4-8-8-4, so don't even suggest it. But, of course, if that suggestion comes from UP Corporate Chairman Drew Lewis...".

Following Steve's talk, the die-hard railfans stuck around for my East-RAIL-style multi-media slide show on "Steam in RAILFAN's Second Decade," which features both UP and Steamtown action.

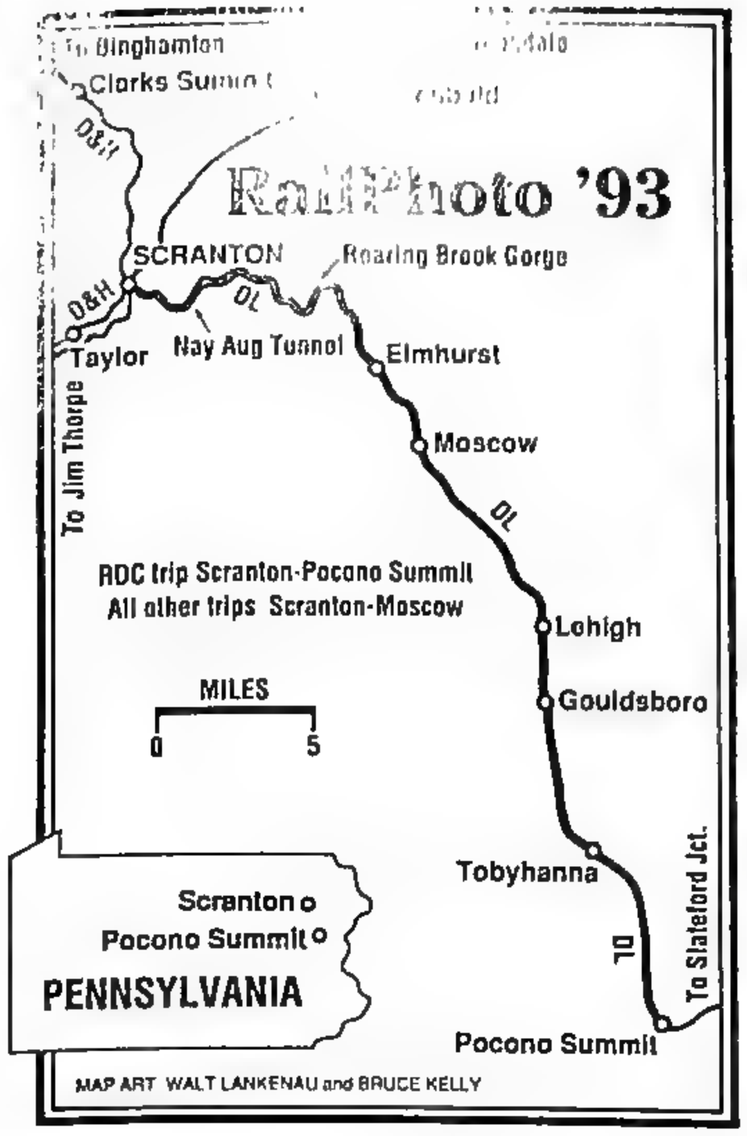
Sunny Sunday

While Sunday didn't exactly dawn crystal clear, there was more blue sky than white clouds, and it was a vast improvement over the previous couple of days. Many fans took the opportunity to photograph the diesel displays before the 9:30 a.m. departure of the day's passenger excursion. Available for photography were United Railroad Historical Society's Reading RS3 492, the A-B-A CNJ F3s, CP 8921 and 9000, Morristown & Erie C424 19, the Susquehanna RDC M-1 and Conrail SD60M 5549. An added attraction this year on the Conrail Operation Lifesaver train was the colorful new Philadelphia Division herald on the side of GP38-2 7868.

THREE PHOTOS BRUCE KELLY

The excursion consisted of a doubleheaded passenger train with CPR 4-6-2 2317 leading CNR 2-8-2 3254, and the four First Class private cars were included on the rear of the consist. The first runby was upgrade through Nay Aug Tunnel, and it was awesome. A double runby was held in the gorge and a triple was done at the Elmhurst reservoir before they pulled into Moscow for another box lunch.

I "jumped ship" at Moscow and drove back to the museum site with Mike Del



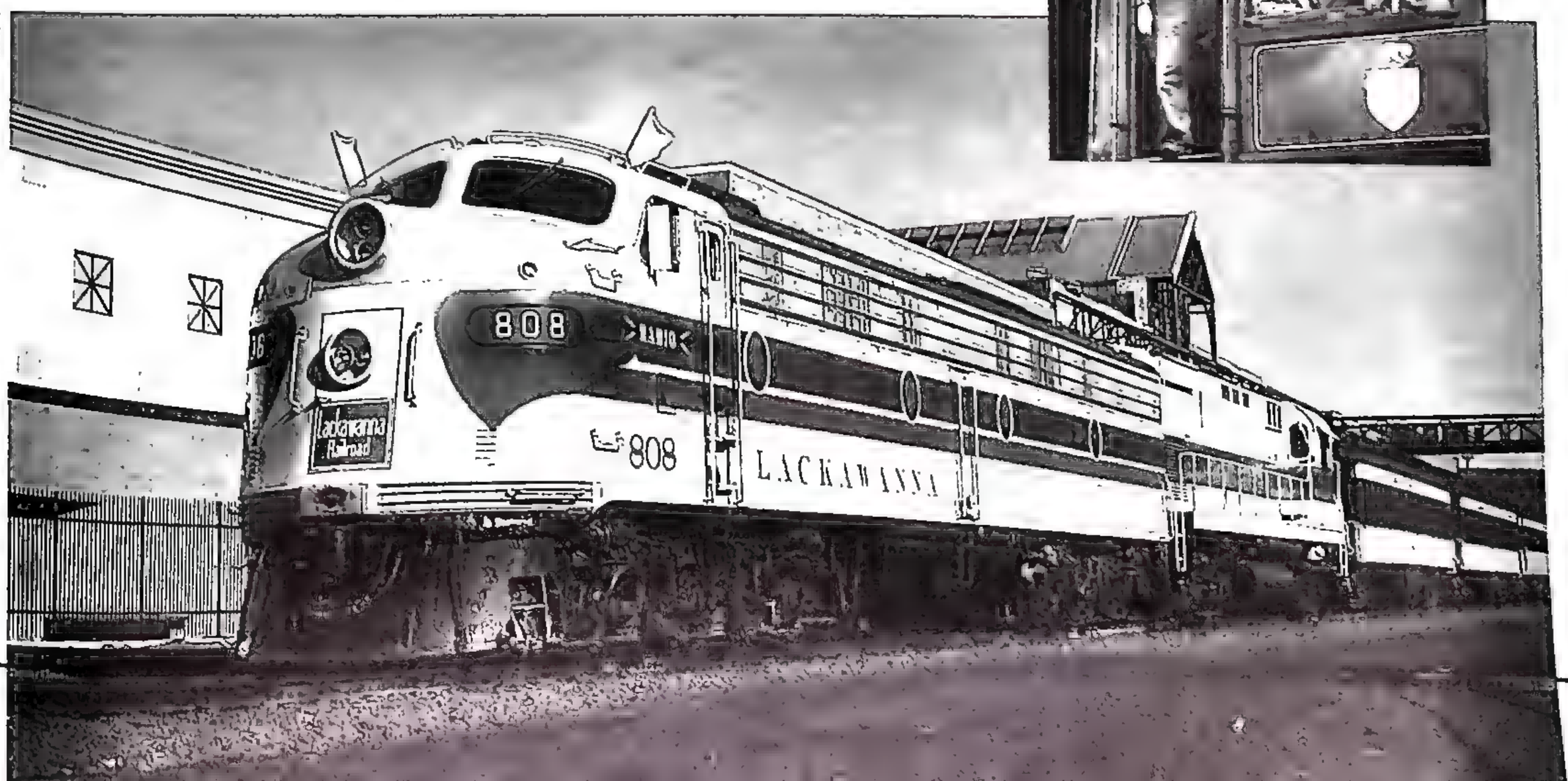
Vecchio, who had been chasing the doubleheader for lineside shots. Back at the park in bright sunshine, we spent much of the afternoon photographing the assembled diesels — and for a bureaucracy that officially snubs post-steam-era equipment (read "diesels"), Steamtown was again hosting a gathering of very interesting and significant internal combustion hardware.

While all of this was going on at the museum site, the two steam engines at Moscow had coupled up and drifted light back down to Scranton, leaving the passenger train in the care of Lackawanna E8 808 (former NJ Transit 4305, ex-PC 4272, nee-PRR 5702, owned by the Central New York Chapter NRHS in Syracuse) and the D-L C425 811. In the afternoon's blistering sunshine, they did a number of runbys on the downhill return to Scranton, and we photographed them from the overlook in Nay Aug Park above the west end of Nay Aug Tunnel — a classic shot of the DL&W era.

Arriving back in Scranton, the train paused on the main line alongside the Mall while some switching was being done in the yard to begin making up the equipment consists for the ferry moves back to Conrail and CP Rail. Within a half hour the park would close and RailPhoto '93 would be history. Looking at that impressive DL&W image consist, even with the Mall for a backdrop, convinced me that Steamtown is proving very much to be worth all the effort.

THE DL&W IMAGE was splendid on E8 808 and the Delaware-Lackawanna's C425 811. The two units brought the passenger train down from Moscow on Sunday and are shown (**opposite**) passing under the old Erie bridge and in front of the Lackawanna Avenue Mall (**below**). The 811 (**above**) passed beneath the I-380 bridges on Saturday. Union Pacific steam boss Steve Lee rode CPR 2317 with D&H's Bernie O'Brien (**right**).

JIM BOYD



PHOTOGRAPHY, CHARLES W. BOHI

West from Thief River Falls

The Soo Line in northern North Dakota

Jim Hill never did like the Soo Line much. Just when he thought his Great Northern and Northern Pacific had North Dakota divided up, the Minneapolis milling interests, concerned about rates on grain moving to the Twin Cities, pushed what was to become the Soo Line into the state. Hill's humor wasn't improved by the fact that the new venture was being backed by the Canadian Pacific Railway. He might have been Canadian by birth and one of the original members of the CPR syndicate, but there had been bad blood between him and the CPR since 1883 when that company decided on an all-Canadian route for its transcontinental line. Ultimately, Hill waged war against the CPR from Manitoba to British Columbia. The thought of CPR sponsoring the Soo Line's incursions into his territory only increased his displeasure.

The battle between the Soo and the Hill lines intensified in 1905 when the Soo pushed its "Wheat Line" west from Thief River Falls, Minnesota, across the prime grain country of northern North Dakota. Striving to retaliate, Hill built new branches or extended existing ones in the region; made an abortive attempt to buy a major independent Canadian line that ran from Regina to Prince Albert, Sask., that had been leased by the CPR and is now part of the Canadian National, and in

A "WHEAT LINE" JOB was awaiting GP39-2 4598 and GP38-2 4401 in the yard at Thief River Falls, Minn., on July 6, 1992 (**below**). Just after noon on the 9th, the same set plus GP38-2 4421 (**above**) was dropping down the ten-mile .7% grade into Fordville on its way back from Devil's Lake. A half hour later, the 4598 was idling beside the grain elevators in the former terminal town of Fordville (**left**), preparing to head east for Thief River Falls.

by Charles W. Bohi and Leslie S. Kozma

HEAVY MORNING FOG engulfed light engines 4401 and 4598 on July 7, 1992, as they approach a crossing at Mile 505 of the Bisbee Sub west of Rolette with a turn to Overly.

1912 completed the "Surrey Cutoff" from near Fargo to near Minot, N.D. Virtually in sight of the Soo's Portal main across much of the state, this new main did shorten the GN's original transcontinental line via Grand Forks by about 50 miles. Nevertheless, it is sometimes called the "spite line" because Jim Hill had it constructed to get even with the Soo. Not to be outdone, the Soo built a new 130-mile branch from Fordville, some 80 miles west of Thief River Falls on the Wheat Line, to Drake, N.D., on the Portal main.

By the time the dust had settled in 1912, in just under 300 miles the Wheat Line crossed ten GN branches and one NP line. The Drake branch crossed one GN branch, invaded the former GN preserve of Devils Lake and crossed an NP line. The battles were over by World War I, however, and the Soo's Wheat Line and branch to Drake settled down to lives of quiet obscurity serving the needs of on-line agricultural communities and area farmers.

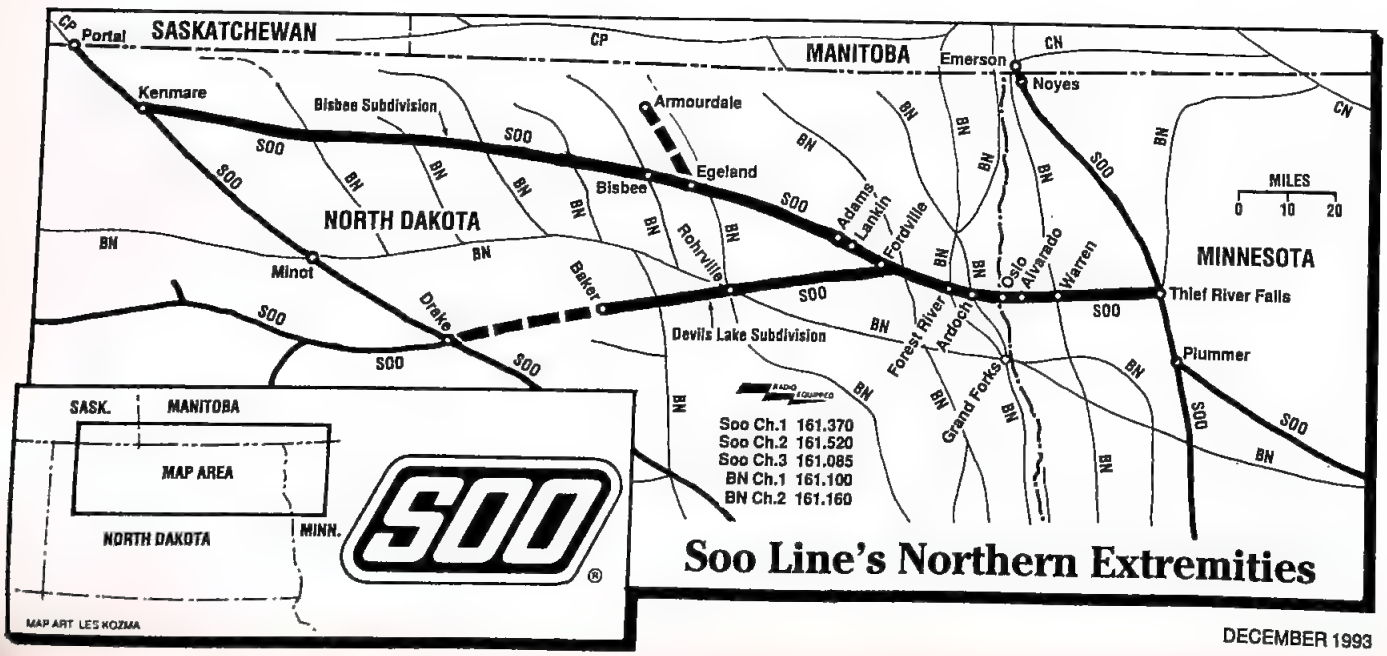
The operating hub of these lines has always been Thief River Falls, Minnesota. Seat of Pennington County, this important trading center was headquarters of the Winnipeg Division until 1961. From an imposing masonry depot, division dispatchers had jurisdiction over more than 700 miles of track. Even today the more than 70 people on the Soo Line payroll make the company a significant employer in this community of just over 8000 people.

As might be expected, the Wheat Line and the branch to Drake never had passenger service that rose above the level of daytime local. Surprisingly, however, according to Edson Maiken's book *Night Trains*, there was a daily dedicated Pullman from Adams, on the Wheat Line, to the Twin Cities at some point. However, by 1930 only mixed runs served the Drake line, and by 1947 only "Second Class" — often mixed — runs called at the Spartan frame stations west of Thief River Falls. Though the mixed trains lasted into the mid-1950s, they were gone by 1960.

Freight service was also of the local variety. In steam days Wheat Line trains ran 203 miles from Thief River Falls to Overly, N.D., a small terminal that once sported a four-stall roundhouse. From Overly trains ran on to Kenmare. On the Drake line crews ran from Fordville to Drake.

Though power as large as 2-8-2s graced the lines west of Thief River Falls, though Ten-Wheelers and Consolidations were more common. If the steam power used west of Thief River Falls was very conventional, the dieselization of these lines was not. Amazingly, for such remote railways, internal combustion power came early when eight Baldwin 1500-h.p. DRS 4-4-15 four-motor road switchers were assigned to Thief River Falls for branch line work beginning in 1947. They lasted until the mid-1960s. After that a wide variety of power, ranging from GP9s, F7s, GP30s and GP35s to ex-Milwaukee Road GP40s worked the lines. Today, it's GP38s that most often patrol the elevator sidings in northern North Dakota.

Train operation west of Thief River Falls is very dependent on grain shipments. Given good crops and markets, the Wheat Line and the Drake branch can really get busy. In January 1992, when Russian grain shipments were frequent, there was action on both lines at least four days a week, and it



THE DEVILS LAKE JOB paused at Rohrville, N.D., at 10:10 a.m. on July 9 to pick up 21 loaded hoppers of grain from the elevators. By 2:25 in the afternoon they had 59 grain cars, 30 gravel hoppers and two other cars headed for Thief River Falls as they crossed a timber trestle just west of Andoch. Though seasonal, grain traffic is enough to keep Soo Line's North Dakota branches in the black.

A WHEAT LINE JOB with 4598 was eastbound beside a signal for the ex-GN line at Warren, Minn., on July 7, 1992. Empire Builder Jim Hill got the Red River declared a navigable waterway, forcing the rival Soo Line to build an expensive swing span (**opposite top**) just west of Oslo, Minn. A mile west of the Red River is a timber trestle, where a Devils lake job was westbound (**below**) on July 8. The Big Coulee trestle (**opposite bottom**), just east of Bisbee, is where the 4598 was westbound on July 6.

took two crews to handle the traffic. Ironically, the trains carrying wheat to feed the Russians were passing near silos that held Minuteman missiles targeted on the former Soviet Union.

By the summer of 1992, a more normal operating structure, protected by one crew, was in place. On Monday a train would run out the Wheat Line to Rolette, N.D., and return on Tuesday. If necessary, a 30-mile turn would be run west to Gardena. However, because of a lack of business, trains normally ran no further than Overly, 14 miles beyond Rolette. West of Gardena a "road switcher" made a 70-mile run from Kenmare to Kramer as needed. Though the track is still in place, trains do not normally operate between Kramer and Gardena. On Wednesday a Drake line job went as far as Devils Lake, ran a turn to Baker on Thursday if needed and then went back to Thief River Falls on Friday. Departures from the terminals would vary from early to mid-morning. Fortunately, Soo Line employees are usually willing to help responsible railfans, and getting information on the current operating patterns is generally not difficult.

Railfanning the lines

Although it is now part of the CP Rail System, the Soo Line still operates pretty much as it has done for years. Part of the Heartland Division, the Wheat Line as far as Fordville and the 89.8-mile remnant of the Drake branch from there to Baker, N.D., are part of the Devils Lake Subdivision. (The 42 miles between Baker and Drake came up in 1991.) The 216.8 miles of the Wheat Line between Fordville and Kenmare constitute the Bisbee Subdivision. With generally good parallel roads and a 25-m.p.h. speed limit, chasing the lines for photography is fairly easy.

Despite its reputation for flatness, the prairies in this area could be more properly called gently rolling country that forces the Soo Line to climb grades of up to .7%. However, one of the best

photo locations is found at the crossing of the Red River of the North just west of Oslo, Minn. (MP 354.5). In his *Saga of the Soo*, John A. Gjevre recounts how, in 1905, Jim Hill used his political clout to get the Red designated as a navigable river. That forced the Soo to build an expensive swing span to cross. Unopened since 1923, it remains as a photo backdrop and a monument to Jim Hill's unsuccessful attempts to dissuade the Soo from building the Wheat Line.

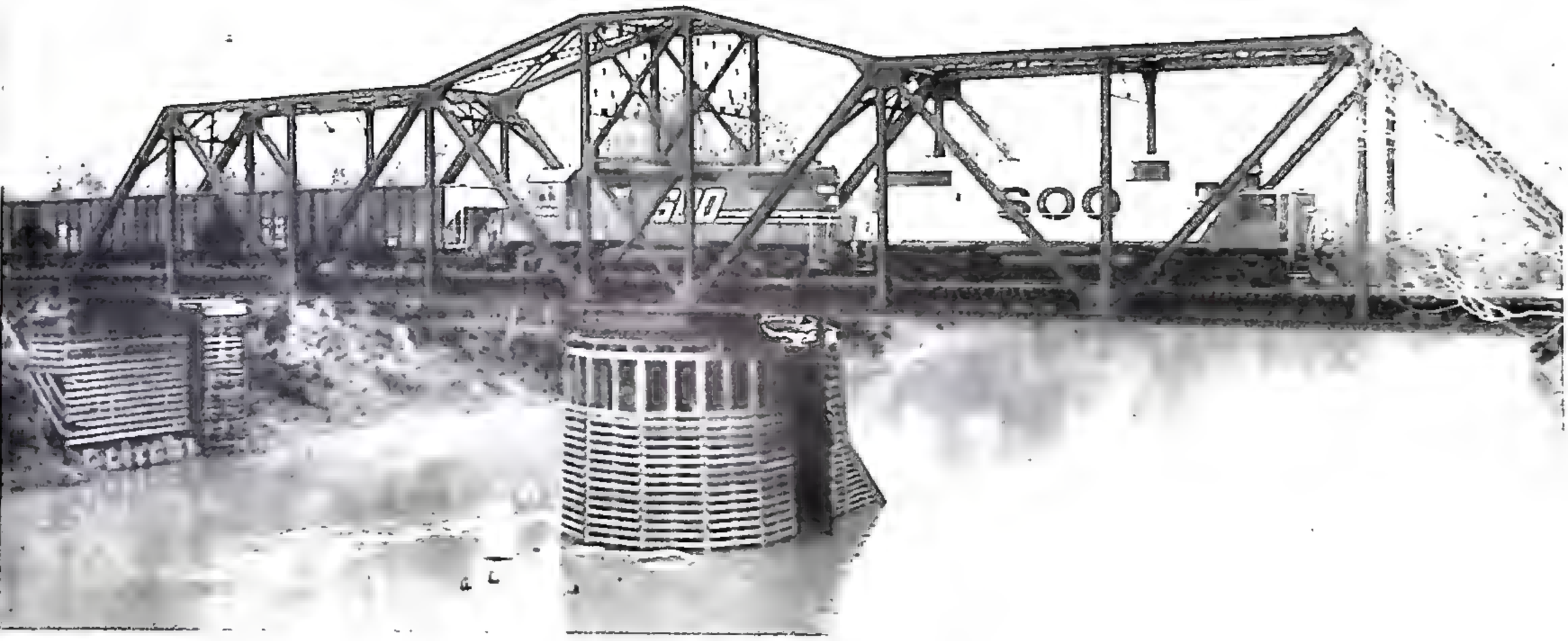
West from Oslo the Wheat Line encounters two trestles near Ardoch, N.D. (MP 364.5). From there the BN has trackage rights as far as Conway (MP 380.5) to reach the remnant of a former GN branch once crossed by the Wheat Line. Usually there is work at a pinto bean warehouse at Forest River (MP 370.4), where the ex-NP line from Grand Forks to Pembina is crossed.

Though only a small yard recalls its years as a significant branch line terminal, Fordville (MP 389.2) had a classic frame roundhouse that survived at least until 1969. Since Fordville is located at the foot of a geographical formation that becomes the Pembina Hills in northern North Dakota and the Manitoba Escarpment in Canada, westbound trains face .5% grades in the 20 miles to Adams (MP 409.5). From there the Wheat Line is a typical example of granger railroading with plenty of elevators and the timber trestle over Big Coulee just east of Bisbee (MP 474.2) to serve as a reminder that this line was never substantially upgraded. Unfortunately during my visits, rail operations did not permit a chase west of Overly.

Branching off just west of Fordville at a place that used to be called River Junction, Drake line westbounds have to climb ten miles of .7% grades in a 350-foot ascent. Trains on this grade can best be seen from an overhead bridge west of Fordville. There are significant bridges over the Middle Branch of the Forest River just beyond the overpass and over the South Branch at MP 395.8, two miles east of Dahlen, but despite repeated attempts, I could not find access to these structures.

West of Whitman (MP 406.3) more wheat country photo opportunities await, though the lack of good parallel roads and the infrequent trains make chasing somewhat difficult west of Devils Lake (MP 441.6). At Devils Lake is the only depot that remains on site on the branches operated from Thief River Falls.

With a good reputation for service among elevator operators, the Soo has been able to compete very effectively for the grain traffic of northern North Dakota. Though the Soo Line has shown a disposition to spin off branch lines in the past, for a while at least, there is still time to follow trains over trackage that gave Jim Hill good reason not to like the Soo Line. And even as part of the expanding CP Rail System, they still haul grain from the North Dakota wheat country, just as their builders intended.



Goodbye, Green Bay & Western and

The Wisconsin Central takes over on August 27, 1993

by Bob Gallegos

PHOTOGRAPHY BOB GALLEGOS, EXCEPT AS NOTED

On-again-off-again was a good way to describe the long-negotiated merger of the Green Bay & Western and Fox River Valley railroads into Wisconsin Central Transportation Corporation's new subsidiary Fox Valley & Western. Originally announced on January 8, 1992, the merger was finally official on Friday, August 27, 1993.

This merger was a sore spot with the labor unions, since the GB&W has always been a union railroad and the FRVR and WC are not. The merger process had been postponed several times over issues concerning job protection for employees not offered jobs in the new company. Each time it seemed a merger was about to take place, another last-minute court decision would further delay the takeover. Rumored merger dates were as numerous as the railfans spreading them.

But in the end the union employees got six arbitration rulings concerning wage protection in the new company, and WCTC paid $62.2 million for roughly 480 miles of track, equipment and other assets of both short lines, plus the twelve miles of trackage east of Green Bay belonging to the nearly-defunct Ahnapee & Western — all of which was owned by Itel Rail Corporation. The new Fox Valley & Western will operate as a separate carrier, and Wisconsin Central Limited will supply the equipment, dispatching, etc. Wisconsin Central Limited and the Fox Valley & Western are both subsidiaries of Wisconsin Central Transportation Corporation.

In early August I had first heard the newest merger date was to be August 17th and, needless to say, I was a little skeptical. But I figured that photographing that night's PRANA on the

Fox River Valley

STEPHEN R BORLESKE

THE LAST GREEN BAY & WESTERN No.2 to run in daylight was working an industrial park just east of Wisconsin Rapids (**opposite top**) on August 27, 1993. The last Plover Turn that same day (**below**) had ex-C&NW DL640 318. Wisconsin Central's new Fox Valley & Western took over the next day, when WC Stevens Point to North Fond du Lac No.8 (**above**) ran over the FV&W route through Black Wolf, Wisc. A few weeks later, ex-FRVR Geeps relettered WC (**opposite bottom**) were at Stevens Point.

Fox River Valley on my way home from work would be good insurance. Of course, another delay had supposedly put off the merger until Friday, then the following Tuesday and then the first of September.

On the morning of August 27th I knew that the merger was getting close after hearing the nearby FRVR crew proclaim that WC wasn't getting a good deal on their GP9 4502, as it had just suffered a major engine failure — which occurred while passing my apartment in Milwaukee!

With the potential merger in mind, I had some time off work and headed to Wisconsin Rapids, roughly half-way across Wisconsin on the Wisconsin River, to catch GB&W trains out on the west end. After checking in at the yard office, it turned out that I had managed to get into town just seven hours before the end. Not only was the merger going to occur, it was going to be earlier than expected. The only trains on August 27th were the Plover Turn just outside of town and Train 2, a road freight, which was waiting for that "local" to get out of his way. The railroaders I talked to were unsure of anything else, so I then set out to record the final two daylight runs of the Green Bay & Western.

Of course there would be some operational changes in the railroads involved, but I had no idea they would be so rapid or so drastic. In the wee hours of the morning of Saturday, August 28, the last GB&W Train 2 pulled into Wisconsin Rapids and was annulled. Normally, this train would have continued west to East Winona on the Mississippi River. Instead, all of the power had tied up at the yard in Wisconsin Rapids, and the G&BW was finished. A huge wreath hung on one of the railroad buildings at Wisconsin Rapids told the rest of the story.

After the Saturday sun came up, a WC switch crew began drilling the GB&W yard with SW1200 1235, this being the first WC unit to cross the Wisconsin River into Wisconsin Rapids. A local patrol to the paper mill at Biron on the east side of the river rated a C424, while the other Alcos idled away until that afternoon when an extra was called to run to WC's yard at Stevens Point for servicing. These units picked up 59 cars at the WC yard in Wisconsin Rapids and departed

THE FIRST FV&W operation of the GB&W involved a pair of C424s dispatched out of Wisconsin Rapids for Stevens Point on Saturday, August 28, shown here just north of Wisconsin Rapids. A line-up of the new players in the region took place at Stevens Point when C&NW, Wisconsin Central and former GB&W power (**below**) showed up together.

north to Junction City over WC's former-Milwaukee Road "Valley Line." At Junction City there were a number of railfans photographing the train as it rounded the connection onto the WC main line toward Stevens Point. The power returned as Train 75 late that night, picked up the remains of the previous night's No.1 and headed west towards East Winona. Several weeks later this pattern has remained, and trains on the west end are still pretty much as they were before the merger.

While on Saturday, the first operational day after the merger, the GB&W power was running in solid sets and venturing off home rails, for the next couple of days the GB&W Alcos could be seen in mixed consists with WC power. But during the following week, most GB&W Alcos were pulled from active service, and by the second week in September all were stored either at Green Bay or Stevens Point awaiting their fate. According to employees, RS27 318 was the last active GB&W Alco, finally pulled from service on September 18, 1993. Motive power on the former GB&W is now any combination EMD units from the WC or Fox River Valley. The GB&W east of Plover is now switched by a patrol out of Stevens Point; there are no longer any through trains between the WC connection at Black Creek and Plover.

Over on the Fox River Valley side, operations have remained relatively the same as the pre-merger days with the exceptions of the Green Bay terminal area and the local freights at Appleton. Today, jobs in Green Bay originate at Broadway Yard, the former-FRVR facility. The changes still to come in Green Bay include the diversion of all traffic onto the former FRVR, as this route avoids some very slow street running through a residential neighborhood. Other changes include the combination of the adjacent yards at North Fond du Lac and additional connections between the main lines in that area. Most of this work was already underway months ago.

On merger day all of the FRVR power was relettered by noon, and operations moved over to long-planned WC schedules, just as on the GB&W. Interestingly, most of the FRVR power has remained in service; even the plagued GP9 4502 was repaired within a week of the merger. One bright spot was GP30 814, out of service for some time with a blown main generator, which was back on the road by the 15th of September.

Two weeks after M-day, the motive power changes on the former FRVR were apparent as SD45s and Geeps mix it up on the trains into Milwaukee. Some WC power is even running through to Chicago, and C&NW power is running to Green Bay, just as in pre-merger days.

I'm sure that WC's management is pleased that the Fox Valley Western has finally come into being in a relatively smooth manner. I'm also sure that this move will help to assure that the merger will result in a stronger and more efficient railroad system here in the Land-O'-Cheese. But I can't help but miss those solid consists of red Alcos smoking it up on long drags climbing out of the Mississippi River Valley or those bedraggled Geeps struggling

THE FOX VALLEY & WESTERN merger was clearly depicted in early September at the North Fond du Lac shops with WC and ex-GB&W and FRVR power lined up in the engine terminal. Ex-L&HR C420 323 led an extra into Stevens Point on August 28 (**below**) as the first FV&W operation on the GB&W. It wasn't long before the "good" EMD power from the Fox River Valley began showing up on Wisconsin Central jobs, like No.6 (**bottom**) at New Brighton on September 15 with a WC ex-BN SD45 and FRVR ex-C&NW GP30.

FUJICHROME DOUG BAILEY

past my apartment while I'm getting ready for work. Even though this merger has insured the long-term success of the two short lines, the railfan community will certainly miss the Green Bay & Western and the Fox River Valley. The all-Alco-powered GB&W was always a favorite of the railfans, and it was an old-order regional line rich in history — it's always difficult, though in some ways a privilege, to watch companies like this become a fallen flag.

PHOTOGRAPHY RICHARD E. WIRTHMAN EXCEPT AS NOTED

One Day at Rochelle

by Richard E. Wirthman

Rochelle, Illinois, a typical Midwestern town of about 9000 souls, has a significant railfan attraction: the crossing of two Class One main lines. In an attractive residential and light industrial setting, the double track Chicago to Council Bluffs main line of the Chicago & North Western crosses at grade the Burlington Northern's Chicago to Minneapolis line. Rochelle is 75 miles due west of Chicago and 25 miles south of Rockford — at the intersection of I-88 (East-West Tollway) and I-39, automobile access is easy.

The crossing at the west edge of the community of Rochelle is comprised of four diamonds, as the left-hand-running double-track C&NW crosses the single track and CTC passing siding (actually a nine-mile segment of double track between Steward and Flagg Center) of the former Chicago, Burlington & Quincy. A handsome brick C&NW tower sat just west of the diamonds between the two main lines until December 1965, when it was replaced by an automatic plant in a silver signal box. The tower was a cozy place with "Armstrong" levers and a Saxby & Farmer mechanical interlocker, whose pipe connections had long since given way

ON AUGUST 20, 1992, the seventh train to pass over the Rochelle diamonds since the sun came up was the Oakland-Global 2 APCO stack train (**top**) at 8:05 behind C&NW SD40-2 6907 and two similar UP units running left-handed on the double track main line. The first BN train to show was Pasco to Chicago No.110 (**below**) at 8:30 with more SD40-2s. The BN's north track is the main line, while the south track is a siding.

to electrical contacts and powered switches. Impressive signal bridges still span the C&NW very close to the diamonds on both sides, while the BN/CB&Q signal bridges are a bit more removed from the crossing itself (the signal bridge to the west is actually out of sight around the curve).

Until they moved over to the Milwaukee Road in the early 1950s, the Union Pacific *Cities* streamliners hammered the diamonds on the C&NW, while the "world's fastest" *Zephyrs* slammed across on the Burlington. In steam days, Mikes, Pacifics, 4-8-4s and 4-6-4s banged across on both railroads. It was a focal point of Midwestern railroading at its finest.

The Burlington Northern replaced the "Q" in 1970, and Amtrak wiped out Rochelle's passenger service on both railroads in 1971 (the *Zephyrs*, *Empire Builder* and *North Coast Limited* on the BN and *Kate Shelley 400* on the C&NW). While the rest of the 1970s strained both the BN and North Western, in the 1980s they came back strong, and today they are among the busiest main lines in the region. As a result, Rochelle has become a very popular spot for railfans. In fact, in recent years the town and local railfans have created a pleasant little "Railfan Park" on the vacant property just north of the diamonds where spectators gather to simply watch trains and where railfans congregate with cameras and scanners.

Catching the action

With both railroads on an essentially east-west heading over the crossing, there are good photo angles available all day long at Rochelle. It is also fairly easy to anticipate approaching trains, even if you don't have a radio scanner. From the diamonds, you can see eastbound C&NW trains approaching at least four miles away on the long straightaway to the west, and westbounds can be heard whistling for the many crossings as they approach and pass through town. Burlington Northern westbounds similarly herald their approach from southeast.

Only the BN eastbounds can be problematic. Just west of the diamonds, the BN tracks curve to the northwest and duck out of sight among buildings and trees. There is a slight westbound grade down from Flagg Center, three miles away, and eastbounds often drift silently into town until they blow for the Highway 38 crossing only a couple of blocks west of the diamonds — and you'll probably hear the crossing bells before the air horn.

Until 1993, help was available. On the west side of the diamond is the interlocking signal box marked "NX" and "MP 75.3." On its south wall, high in the upper right corner, was a white lightbulb housed in an industrial fixture. The light turned on when a BN train entered the plant and would give you time to set up. If you hadn't heard anything approaching form the southeast, it was probably a BN eastbound dropping in from the west. Unfortunately, by the summer of 1993 that handy indicator had been removed.

When he made a brief visit to the area in mid-August 1992, Jim Boyd mentioned that it might make a good story to document one day of railfanning at Rochelle. I took his suggestion to heart a week later. Here is my log for Thursday, August 20, 1992:

A day at Rochelle

My preparations began at home in Naperville on Wednesday evening. Water jug full? What's available to pack for lunch? Set the alarm for 5:00 a.m. (Many days before, I had gotten a "clearance card" for the trip from Ruth — actually, my wife is not only tolerant of my interest but actively encourages it.)

I awoke at 4:47, turned off the alarm and tip-toed out of the bedroom to shave, put on the coffee and pack the lunch. I was on the road at 5:15.

As I left Interstate 88 at the Rochelle exit, I caught a glimpse of a North western westbound already disappearing into the distance. It was still too dark for pictures, anyhow. As I crossed the tracks on the Illinois 251 bridge, the edge of the sun was just peeking over the horizon. I planted my car in "Railfan Park" just north of the diamonds at 6:15. I wouldn't have long to wait for the action to begin.

At 6:30 a.m., still in the half-light of dawn, lone C&NW SD40-2 6857 rolls westward with the PRNAA (Chicago's Proviso Yard to Madison, Ill.), a general merchandise consist that will turn south at Nelson, Ill., and head down the old "SI" Southern Illinois line toward St. Louis. Ten minutes later, in amazingly improved light, Dash 8-40Cs 8517 and 8560 churn westward with a solid string of loaded auto racks that make up the PRNPA from Proviso to the UP's North Platte yard in Nebraska. The first eastbound shows up at 6:55 with Union Pacific Super Cab SD60Ms 6280, 6193 and 6202 on the LAMI double stacks out of Los Angeles headed for the Global 2 double stack facility at Proviso. Twenty minutes later he is fol-

(continued on page 80)

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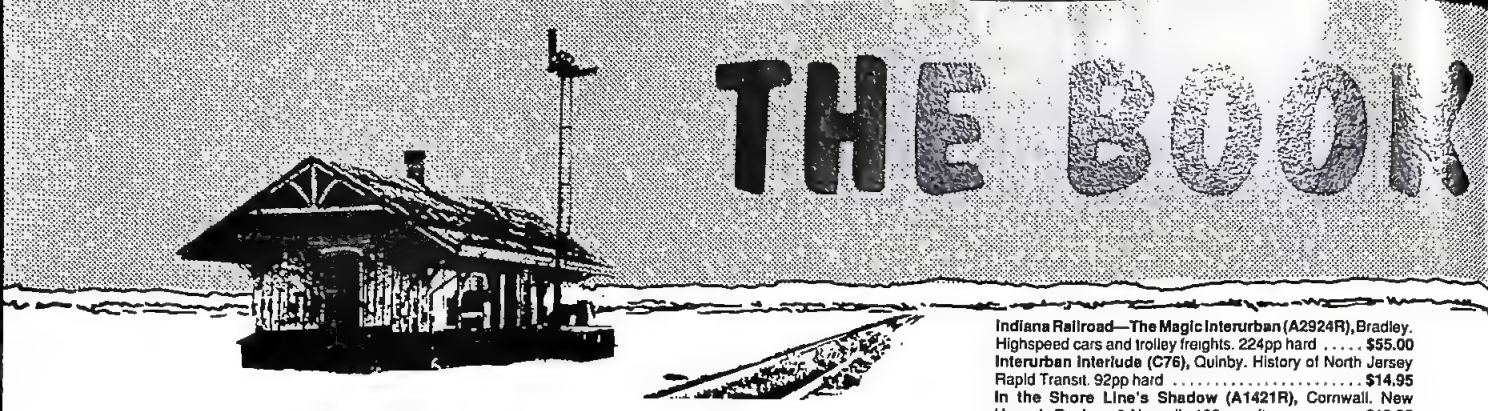

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(continued from page 77)

lowed by SD40-2 6813 and SD60 8024 leading the eastbound CBRRA merchandiser from Council Bluffs. Close behind, at 7:30, is the NPPRA for Proviso from North Platte with C&NW SD40-2 6922 and two rearward-facing UP SD40-2s trailing. Although the main line is CTC and equipped with ATC for operation in either direction, all of this C&NW activity so far has been on the "normal" left-hand tracks. The North Western has a speed restriction over the plant of 35 m.p.h. for general traffic and 40 m.p.h. for intermodals. The BN appears to be about the same.

At 7:35 a.m. I hear on the scanner a BN conversation about a broken rail discovered yesterday that is being replaced on the single track west of Oregon, Ill., which is 16 miles west of Rochelle. This may explain the apparent lack of BN traffic in my first hour. looks like the BN lull will continue. I pour myself a cup of coffee from the thermos and begin to relax when I hear the bell on the BN crossing to the west! A moment later two BN SD40-2s, led by 7125, wheel around the bend with No.110 out of Pasco, Washington.

Not only did the 7125 catch me by surprise by just being there, he surprised me by being on the left-hand, north track. I had expected him on the right track. Lesson learned: The north BN track is the main and the south track is the siding.

Returning to the car I find a mess. Remember that cup of coffee I'd just poured? I'd put it on the door's arm rest, and when I heard the train coming I slammed the door and took off — resulting in one cup of coffee well distributed all over the driver's seat. Oh, well, I wasn't going anywhere, and it would be dry by the time I'd be ready to leave. Spotting a headlight on the comes SD40-2 6373 and a GE B30-7A cabless booster on double stack 01 from Seattle (Stacy Street) to Chicago.

The scanner informs me at 10:35 that eastbound BN 104 is by Polo, 28 miles to the west. Looks like I have time for a sandwich. He's by Oregon, 16 miles away, at 10:50. I put my half-empty Coke back in the cooler. At 11:02 a disembodied voice asks Rochelle, "Where *do* they want 104?"

At 11:15 the light on the side of NX 75.3 starts flashing. Five minutes later SD40-2 8055, 6805 and a companion slide by on the siding (south track) with 104 out of Northtown. Ten minutes later SD40-2s 7100 and 6814 roar through on the main (north track) with double stack 004 out of South Seattle. At 11:40 104 says he's about ready to leave and is told that "if" they are ready in time they will go behind the double stack, otherwise they will have to wait for westbound 103 at Shabbona, 16 miles to the east. I never hear what happened.

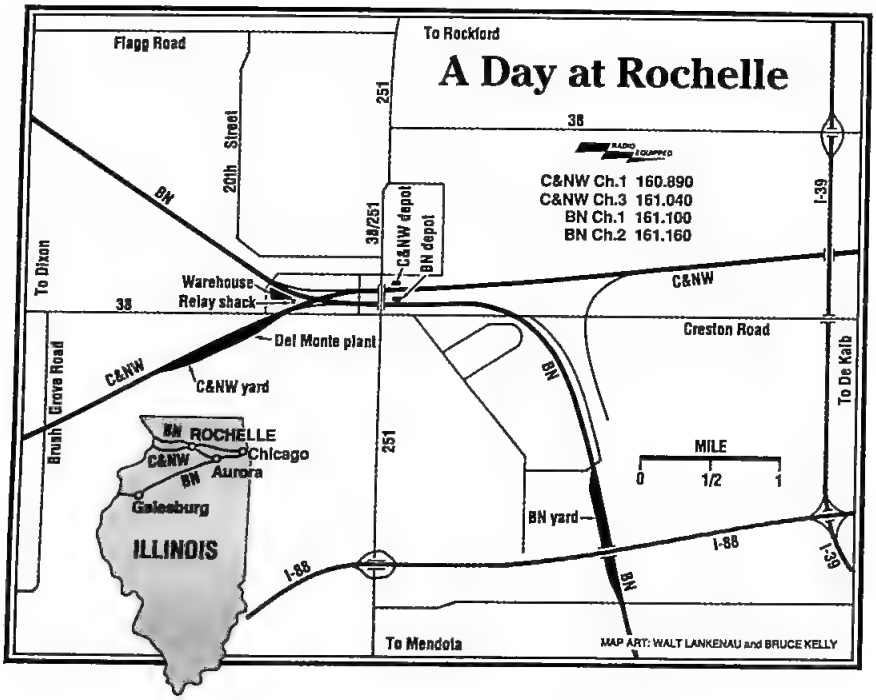
One minute before noon the North Western breaks its lull with SD40-2 6838 doing a fast eastbound solo with K-Line double stacks for Global 2. At 12:01 BN 103 reports out of Shabbona, and at 12:07 the light on NX 75.3 is flashing again — that's much too quick for 103. At 12:15 BN caboose 12577 shows up from town on the south connector and is shoved west with about a dozen big boxcars toward the Del Monte plant along the C&NW main line. The locomotive on the east end is Caterpillar-powered GP20 rebuild 2007. The Rochelle switcher spots his cars, returns to the diamonds and disappears toward town.

Things are getting pretty busy again. At 12:20 a pair of North Western Dash 8-40Cs led by 8514 hammer westward with a pig train out of Proviso, and ten minutes later Pasco-bound BN 103 shows up with a pair of gray B39-8s: GECX 8000 and LMX 8535.

A North Western Geep, 4323, appears down at the Del Monte plant. How did he sneak in? You can't see it from the diamonds, but there's a switch at the west end of the yard off the C&NW's south track, and while I was distracted by BN's switcher, the C&NW job out of Nelson had approached from the west and let himself in.

No time to worry about the Del Monte job, because at 12:40 UP SD60M 6299 and an SD40-2 show up with eastbound piggybacks and auto racks. As soon as he clears, BN Cat 2007, running light and long-end forward, scoots west for Oregon.

At 1:00 p.m., a BN hi-rail crane and a flatcar of ties ramble eastward on the siding, and ten minutes later a rail detector truck moves east on the main. Now I think I know why BN traffic has



At 7:45 C&NW SD40-2s 6918 and 6844 lead the Proviso-North Platte PRNPA west with another solid string of auto racks. At 8:05 SD40-2 6907 leads UP SD40-2s 3683 and 3391 east with the Oakland to Global 1 APCO double stacks (Global 1 is the double stack facility at the former Wood Street piggyback yard in Chicago). Right on his tail at 8:20, three UP units (Dash 8-40CW 9479, a Dash 8-40C and an SD60M) have the LALC3 Los Angeles to Global 1 APL double stacker gliding past.

At 8:30 a.m. the BN dispatcher gives away the six miles of single track between Chana and Flagg Center (three miles west of Rochelle) until 9:30. It C&NW to the west, I left my coffee problem to set up for the next shot, the DMPRA merchandiser from Des Moines to Proviso with SD40-2 6817, CSX SD50 8610 and a North Western Dash 8-40C and another SD40-2, by at 8:55.

I've been here two and a half hours and seen ten trains so far: nine C&NW and one BN. It's about time for a lull, and everybody obliges for the next quiet hour. But now it's the BN's turn, and at 9:57 the white-faced GP39M 2889 (rebuilt ex-SP GP35 6551) and LMX B39-8 8583 show up with the Pokegama (Superior, Wisc.) to Chicago No.142. Right on his markers — or FRED — at 10:02

ROCHELLE TOWER was still in service in October 1965, but the "NX 75.3" relay cabinet was already in place to take over the tower's function with an automatic plant in December 1965. The westbound freight had two GP35s and a GP30 for power. The tower's westward facing windows and operator's desk, photographed in June 1965 (**below right**), were steam era classics. The leverman's model board (**below left**) showed unusual track occupancy (see MARKERS, page 87).

THREE EKTACHROMES, JIM BOYD

been light and bunched.

I also have a visitor. A local resident with a cane makes his way over to Railfan Park. I get a folding chair out of my van so he can sit, and he tells me about the wrecks here that he helped clear (in the mid-1960s, the North Western dumped an ore train all around the tower — it was spectacular but did little damage to the brick structure).

At 1:30, C&NW SD50s 7027 and 7025 show up with the eastbound MAPRA off the SI out of Madison, Ill., bound for Proviso. And ten minutes later the BN rattles the diamonds with GP38-2 2325 (ex-Frisco, by the look of the missing Gyralite) and SD40-2 7174 on intermodal 041 for St. Paul (Midway) with UPS and J.B. Hunt trailers.

I also have another visitor, a fellow from Madison, Wisconsin, who has just dropped his daughter off at Northern Illinois University at DeKalb (17 miles to the east on the C&NW) and hopes to catch a few trains before he has to head home. The old timer decides to leave.

The guy from Madison doesn't have to wait long, for at 2:10 lone red-nosed "Rent-A-Wreck" LMX B39-8 8527 scrambles eastward on the siding with piggybacker 042 out of Dilworth. Then there's a half-hour breather before a pair of grimy C&NW Zito yellow SD60s (8039 and 8044) show up with a Wisconsin Electric coal train for Butler, Wisconsin. Seven minutes later, at 2:47, SD50 7001 and a GP50 show up with the CFNPZ, a Canal Street to North Platte piggybacker. Then there's a brief pause until 3:10 when white-faced ex-tiger stripe GP50 3132 and two LMX B39-8s slide westward on the BN main with piggybacker 003 for South Seattle. There's another half-hour pause until 3:48 when a pair of BN SD40-2s (7837 and 7088) roll in on the main from the west with piggybacker 002 out of Lake Yard in Portland. As soon as he clears, the BN rail detector truck appears again, this time westbound on the main track.

MAKING THE LEGAL 40 M.P.H. over the diamonds at 8:20 a.m. (**below**) was a UP GE Dash 8-40CW leading the LALC-3 APL double stacks from L.A. to Global 1. A CSX SD50 was trailing another C&NW SD40-2 (**bottom**) on the DMPRA out of Des Moines at 8:55. BN 142 out of Pokegama, Minn., (**above**) showed up at 9:00 a.m.

Four o'clock, and all quiet. I devour my second sandwich and finish the Coke. The fellow from Madison is long gone, but replacements have shown up from Geneva and Warrenville, Illinois. One of them has a video camera.

At 4:50 the 2007 comes back light from Oregon, and at 5:24 UP SD60M 6292 leads a mish-mash of C&NW units (a GP50, Dash 8-40C and SD40-2) west on a consist with everything from stacks to boxcars. Ten minutes later a BN local approaches from the east with GP39E 2774 — barely recognizable as rebuilt NS 2563, a former Southern GP30! The local is carrying that same caboose 12577 that had shown up earlier in the day with the 2007.

North Western SD40-2 6907, two UP SD40-2s and a UP SD60M come thundering westward on the "wrong main"

at 6:05 with the American President Lines double stack CHLA51 (Global 1 to Los Angeles). Five minutes later the BN hits the plant again with 8063 and another SD40-2 on a westbound merchandiser. The light is really beginning to fade as the 2774 returning on the local presents a "glint" shot highlighting that odd left-over-from-the-GP30 dynamic brake roof blister. The local shoves some cars back to Del Monte and then disappears to the east.

A Conrail trainmaster, on his way home to Ohio after photographing some Wisconsin short lines, has joined

us, and we swap some stories. A local family is having a tailgate picnic while watching the trains.

The light is pretty low at 6:45 as C&NW local CYPAS drops his train west of town and clumps over the diamonds with SD60 8042 and Dash 8-40C 8573 and a handful of cars to set out downtown. The units return, gather up their train and depart eastward in the fading light.

"Conrail" and I continue to trade stories while I pack up, and then we shake hands and wish each other well. As I drive toward Aurora I keep an eye on the distant C&NW main line for the 8042 but don't see him. In an hour I'm home in Naperville, 14 hours and 31 trains (19 C&NW and twelve BN) since I crawled out of bed. That's enough for one day.

A SOUTHERN RAILWAY GP30 was the well-disguised starting point for GP39E 2774 (**top**), which headed west with a local at 5:34 p.m. A half hour later, SD40-2 6907 hammered westward on the "wrong main" (**above**) with an L.A.-bound APL double stacker. Shortly after noon, a pair of Dash 8-40Cs (**below left**) rolled west with a pibbybacker. Probably the most unusual locomotive to show up this day was the BN local switcher (**below right**), the Caterpillar-powered GP20 rebuild 2007.

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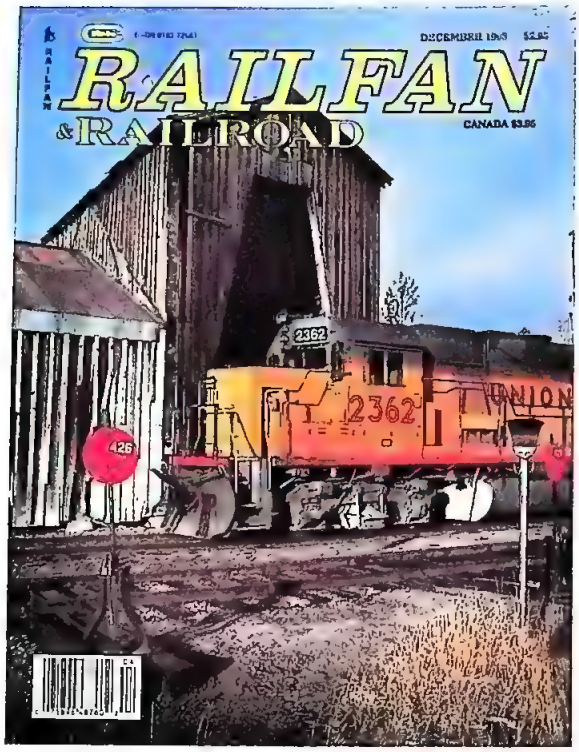

Colin Johnson

1993 Cover One Contest Winners

Our sixth annual Cover One Photo Contest saw a total of 1446 pictures (1336 slides and 110 prints) entered by 141 photographers. That's an increase of 140 more photos than last year, even though there were 45 fewer contestants this year. The fact that a slightly smaller crowd of participants was able to send in a greater amount of photos is best defined by the one, whopping package of 100 slides submitted by Ron Fla-

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nary — his first Cover One Contest entries, no less. As if the overall judging wasn't enough of a task, deciding which of Ron's many fine Kodachromes would be pulled for semi-finalist judging took some doing. His Runner-Up winner is described later in this report. As always, the judging was done by R&R editors Boyd, Del Vecchio and Kelly.

Long-time rail photographer Bob Bahrs captured first prize this year with a night view of newly-relettered Black River & Western 2-8-0 60 striking a classic glory-era pose at the Ringoes, N.J., depot on August 13, 1993. Models dressed as passengers and a conductor, the newly-painted red wooden depot, the trail of green light from the station order board and the mix of incandescent station lights and white electronic flash impressed all involved. This scene was part of an impromptu session of afternoon runbys and night photos organized by Kermit Geary, Jr, and offered free of charge to anyone who showed up. This particular scene was one of four poses at various places in Ringoes, and the lighting was provided by Kermit and John Tully with Lumedyne high-power electronic strobe units. Kermit also arranged for the models which were, in reality, BR&W employees.

Part of a BR&W publicity effort, the event attracted roughly 50 people. In this scene most of the photographers were across the tracks from the depot, and everyone had a chance to change angles. Bahrs was obviously thinking Cover Contest with his vertical composition, as the other photographers on his side of the tracks shot this scene horizontally — including Associate Editor Del Vecchio. Bob's unconventional approach paid off with a winning Kodachrome. Neither a steam locomotive nor a night shot have won first place since our very first Cover One Contest in 1988.

Colin Johnson's Second Place winner is a good example of "still life" railroad photography. His Kodachrome of GP39-2 2362 on UP's Cascade Local, idling at Cascade, Idaho, on the Idaho Northern Branch, combines a rustic wooden structure, switchstands and even a switch broom (used for sweeping snow from between switch points in winter) into one well-composed portrait of laid-back, country railroading. The low sun behind Colin's back rendered some striking color and added an overall feeling of warmth.

This year's Runners-Up are shown on page 89. The most colorful among them has to be the fall foliage scene of Green Mountain GP9 1850 pulling the *Green Mountain Flyer* at Chester, Vermont, in October 1990. Les MacDonald of Conway, N.H., who took First Place in last year's contest, shot the GMRC train using Fujichrome Velvia film.

Honors for the most creative use of light go to Brian Rutherford of Mountain View, California, for his moody Kodachrome shot of Southern Pacific SD9s westbound at Ridge, Cal., on the Northwestern Pacific in May 1985. The "glint" effect of the low sun nicely defined all the physical details of the locomotives, but what really brought this image to life were the exhaust plumes being poured out by these veteran diesels as they reached the summit of Ridge Hill.

Fred Clark, Jr., of Clearwater, Florida,

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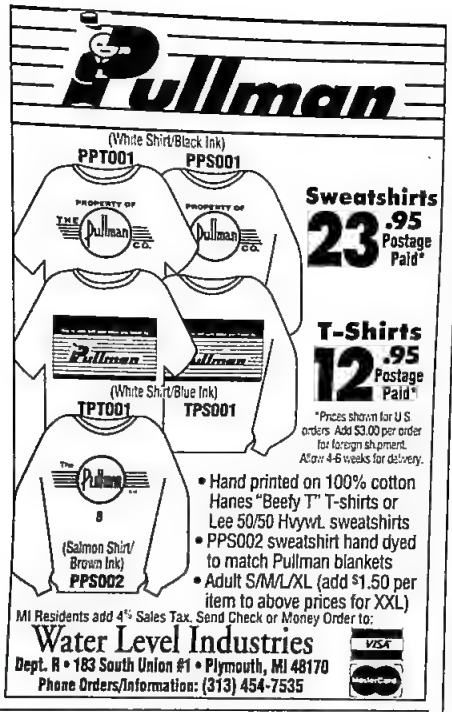
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submitted just one entry, which he says "was taken back in 1984 when friend Joe Oates and I chased the *Daylight* train from Beaumont, Texas, to New Orleans." Fred's Kodachrome of SP 4-8-4 4449 was taken at West Tower in New Iberia, Louisiana. The letter Fred enclosed with his photo pointed out, "Yes, there are railfans in the pictures, but isn't this what railfanning is all about?" As a matter of fact, that's exactly what impressed us about the picture, the way it lends itself perfectly to the name RAILFAN & RAILROAD.

While Floridian Clark went to Louisiana for his winner, Andrew Grahl traveled from Bronx, N.Y. (New York City), south to Florida to record Tri-Rail F40PHL-2 805 standing with a northbound train at the Fort Lauderdale station. Platform details, from the roof above to the shadows below, helped make this Kodachrome a true vertical image, and Editor Boyd especially liked it "because it's not the same old shot of SP or Santa Fe coming around the curve."

Metro-North FL9 2022 looks just fine coming around the curve, however, at Peekskill, N.Y., at 9:00 a.m. on August 1, 1993. Bob Newsome of Clifton, N.J., composed this nice station scene with Fujichrome Velvia just weeks before the Cover One Contest deadline.

Scott Snell of South Bound Brook, N.J., captured Conrail SD60M 5536 on Kodachrome 64 Professional film on July 31, 1993. The big Super Cab EMD was leading train PIOI into Bloomsbury, N.J., on the former Lehigh Valley main line. Scott won First Place in 1991 and has had multiple Runners-Up in other Cover One contests.

Among the 100 excellent slides submitted by Ron Flanary of Big Stone Gap, Virginia, was this going-away shot of two CSX Dash 8-40Cs in pusher service, shoving eastbound coal up the "Gooseneck" at Van Boone, Virginia. Ron used Kodachrome for this September 20, 1989, picture. What railfan wouldn't want to own that house in the background, with its front porch view of mountain railroading, trestle and all?

Dale Hearn of Fort Dodge, Iowa, braved the cold in February 1991 as Chicago Central GP7 1601 led train 81 across C&NW's Tara Sub (ex-M&StL) at Tara, Iowa. The snow-covered scene is quite a contrast to Dale's summertime shot of a CC&P GP10 which won Second Place last year.

Taking advantage of the time machine that is the Orange Empire Railway Museum at Perris, California, John Smatlak of Pasadena framed up restored Pacific Electric "Blimp" 418 alongside a convenient reflecting pond. John says, "The drought-breaking rains of the winter of 1992-93 had created a small lake, which made for a nice shot." The Kodachrome 25 slide was taken during May 1993.

Congratulations to all the winners, and thanks to the other 130 photographers whose excellent photography made this year's Cover One Contest another tough one to judge. Until next year, get out there and think vertical. Wrapping up this year, all of us will be working overtime to make sure that all of the Cover One entries are returned in time for the November 1, 1993, deadline on the *Trains* Magazine photo contest (and with them limiting participation to one shot per category, you suppose Flanary is set for the next hundred years?). — J.B., M.D.V. and B.K.

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B&O COLOR CALENDAR FOR 1994. Fourteen color photographs. Space for daily notations. $7.50 each plus $1.50 postage. MD residents add 5% tax. B&O Historical Society, PO Box 13578, Baltimore, MD 21203-3578. 194

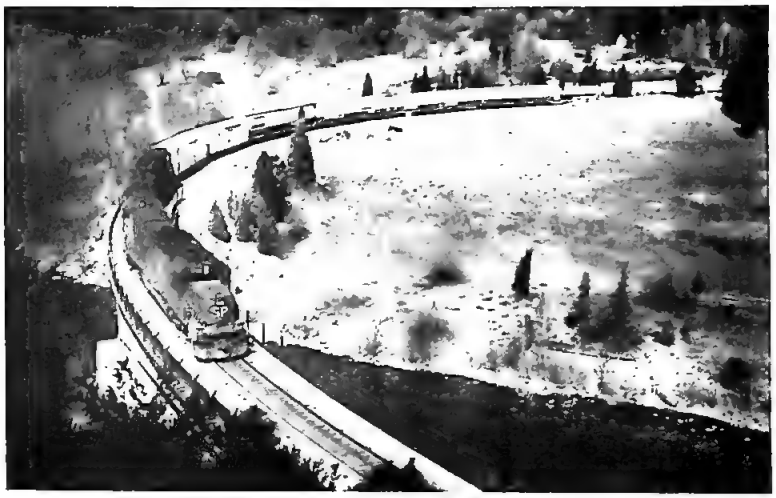
the C&NW and the Twin Cities line of the CB&Q, it was an obvious place to see lots of colorful trains. The C&NW operators were generally friendly, and while we would seldom "hang out" it the tower, we would often go inside to get a line-up of approaching traffic. I even threw the big levers upon occasion (under the operator's close supervision) and remember how easily they moved, since the pipe connections had all been replaced by electrical contacts on the huge mechanical interlocking frame downstairs.

In 1965 I was told that the tower was going to be replaced with an automatic plant, and I made some pointed efforts to photograph the structure inside and out. One rainy day in June 1965 I was in the tower and the operator called my attention to the "model board" (the blueprinted track diagram showing the layout of the plant and the manipulation sequence chart used by the leverman). Outside, a C&NW freight was passing by on one track and the town switcher was approaching on the other. "The plant has a quirk that shows up only when the North Western occupies both tracks at the same time in rainy weather. Just watch."

I had already set up my camera, and when the switcher hit the plant, not only did his track occupancy light come on, but the lights for both Burlington tracks did as well — it indicated that every main track at the diamonds was occupied! That photo is on page 81, along with a shot of the new relay cabinet being installed in October 1965 to replace the tower.

One of the C&NW signal maintainers installing the new plant was Carl Roorda from Sterling, who was also a railfan and a fellow member of the group that met to operate C&NW engineer Don Goshert's big HO model railroad. One night in December 1965

next month in RAILFAN & RAILROAD



• CANTARA LOOP: Brian Rutherford gives us a look at one of the West's best-known and least-photographed rail landmarks. The Southern Pacific's short but spectacular climb out of the Sacramento River Canyon is a challenge to photograph that is often bypassed by railfans seeking the numerous easier shots in the Dunsmuir-Mt. Shasta area. Brian demonstrates some of Cantara's visual potential in both summer and winter action.

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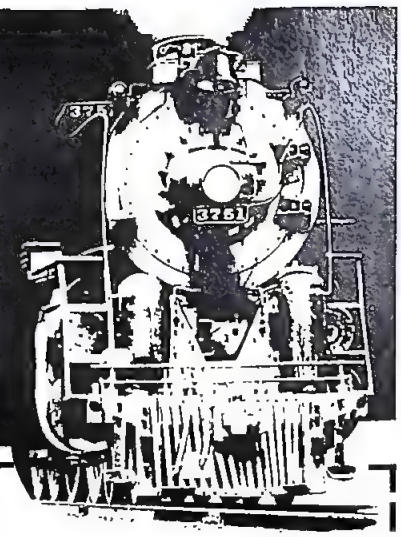

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THE MODEL BOARD from the C&NW interlocking tower at Rochelle, Ill., was salvaged when the tower was torn down in December of 1965 and now resides in Editor Boyd's home in New Jersey.

I was at Goshert's as usual, and Carl said that he had something for me out in his car. There, in his back seat, was the Rochelle Tower model board. They had cut in the new interlocker and were stripping out the tower so that it could be torn down. The job supervisor had given Carl permission to save the model board from the junk pile.

The Rochelle Tower model board today occupies a prominent spot in my home in New Jersey, a pleasant reminder of the C&NW when GP30s were new and when you could still catch Burlington E5s on the *Morning Zephyr*.

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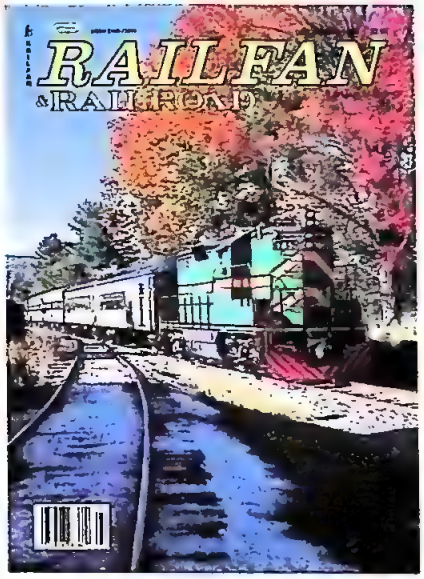

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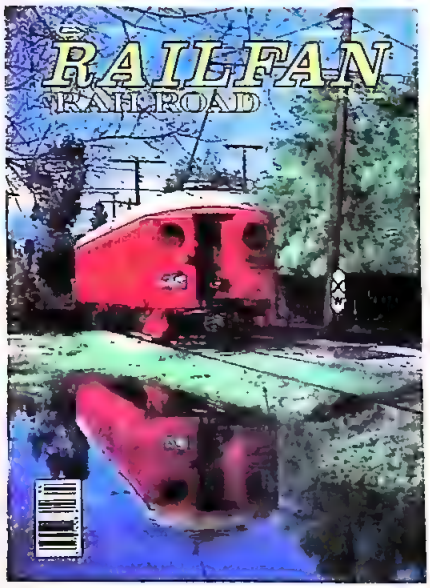

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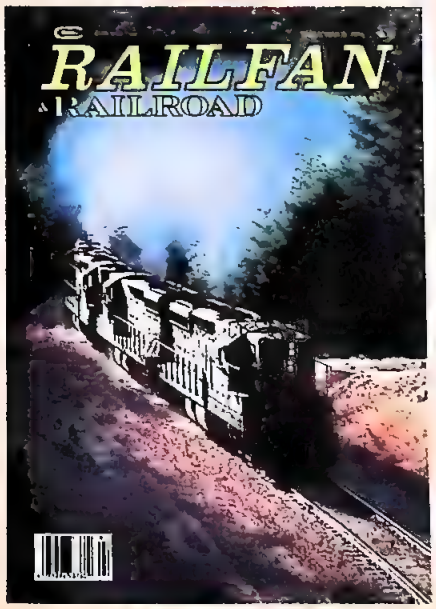

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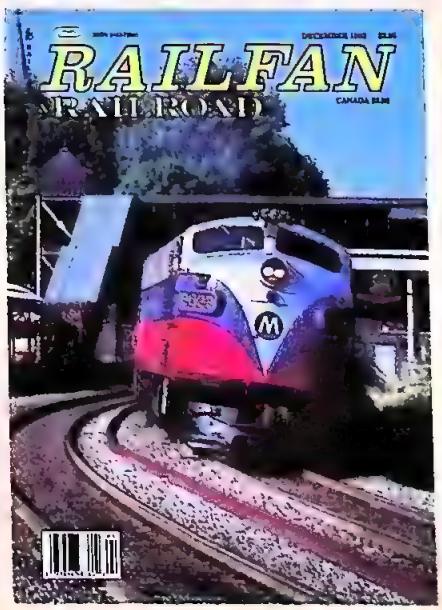

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1993 Cover One Contest Runners-Up

FOUR FUJICHROMES DOUGLAS C. BAILEY

MILWAUKEE ROAD 4-8-4 261 performed break-in runs and powered a steam excursion on Wisconsin Central trackage during September. After last-minute repairs, the 4-8-4 moved under its own power in Soo Line's Humboldt (Minneapolis) Yard on September 14. On the 15th and 16th, the 261 made a ferry move to Fond du Lac, Wisconsin, in preparation for the weekend excursion to Stevens Point being run in conjunction with the Soo Line Historical & Technical Society convention. Coaling took place at Wisconsin Central's North Fond du Lac engine facility on September 17 (**right**) amid GB&W and FRVR units which were newly merged as part of the new WC subsidiary, Fox Valley & Western. On the 18th, the 261 departed with WC GP30 713 coupled behind (**below**). En route to Stevens Point, the 4-8-4 poured on the smoke for the railfans near Waupaca, Wisconsin. (**above**).

IN THE CAB of Milwaukee Road 4-8-4 261 at Junction City, Wisconsin, is Steve Sandberg of North Star Rail, the group responsible for the 261's restoration. A mechanical stoker problem forced the crew to hand fire the coal-burner during the September 16 run from Minneapolis to Stevens Point. Repairs were made well in time for the weekend's passenger runs.

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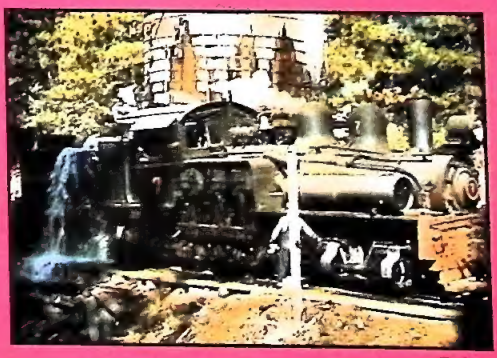

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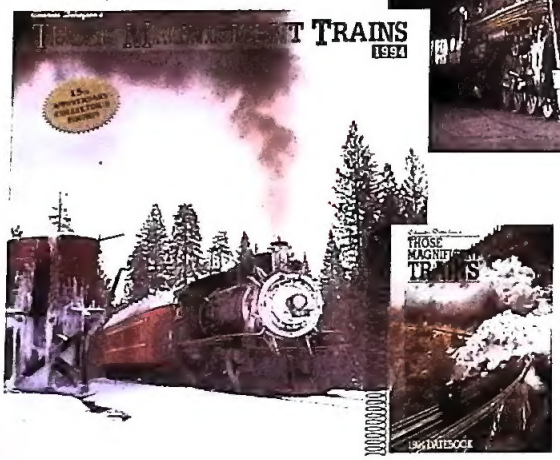

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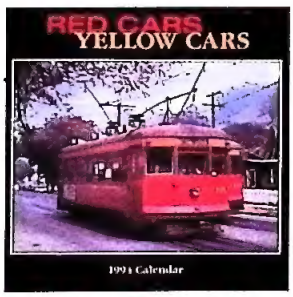

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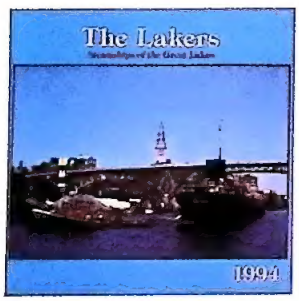

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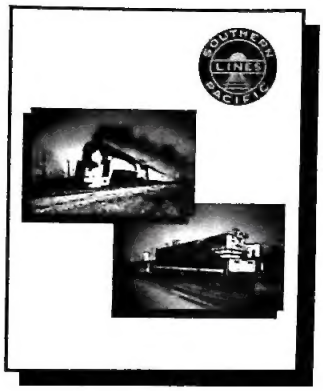

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So, you finally promised your wife a winter vacation to some tropical paradise that's a thousand miles from the nearest railroad. Who's to blame if your trip to Bermuda suddenly turns into an exploration of abandoned grades, tunnels and other remains from the little-known and short-lived railroad that once spanned the island? Colin Pomeroy's *The Bermuda Railway: Gone But Not Forgotten* documents the 22-mile standard-gauge line that served Bermuda until 1947. More than 80 black & white photos, maps, grade profiles and track diagrams reveal what was once a surprising rail operation hosting gas-powered railcars and Cummins diesel-electric freight motors. This 120-page 6"×9" softcover sells for $15.00 plus $4.50 shipping from Print Link, P.O. Box HM 937, Hamilton, HMDX, Bermuda.

Calendar Call

Cedco Publishing's line of 12" × 24" foldout railroad calendars for 1994 introduces a new release which should be a hit simply for its name value. "Richard Steinheimer's Magnificent Trains 1994 Calendar" showcases twelve of the master photographer's classic black & white images, most of which have been reproduced here with remarkable sharpness and tonal range. Stein's talents are best portrayed in the night scenes within the cab of a D&RGW narrow gauge Mikado and the NP roundhouse at Laurel, Montana, plus daytime views of an SP GS4 under the Oakland Mole shed; A-B-A PAs leading Santa Fe's *San Francisco Chief* over the diamonds at Stockton, California; a D&RGW 2-10-2 charging up the snow-covered Wasatch Range and, one of Stein's signature works, the nose of a new SP E7 (miscaptioned as an E3) as seen from the inspection pit of the Taylor diesel shop. The rest of Cedco's rail calendar line involves all-color packages like the "Colorado Narrow Gauge 1994 Calendar" with scenes dating back to 1945 of D&RGW three-foot gauge steam in freight and passenger service; "American Streetcars 1994" with PCCs and interurbans throughout the country, the "Red Cars/Yellow Cars 1994 Calendar" and its fond look back at Pacific Electric in and around Los Angeles and the "1994 Howard Fogg's Trains," full of exquisite reproductions of the famed artist's watercolor visions of SP cab-forwards rounding Tehachapi Loop in the rain, doubleheaded Big Boys romping up Sherman Hill, a Frisco 4-6-0 passing Kansas grain elevators and much more. Cedco's popular "Those Magnificent Trains 1994" calendar celebrates its 15th year with a Milwaukee Road Little Joe, CSX C30-7s, UP Challenger 3985 near Silver Zone Pass in 1992, good old Santa Fe "yellow bonnets" in the desert and more. No room to hang a calendar? How about Cedco's "Those Magnificent Trains 1994 Datebook," which measures 5" × 7" and illustrates its week-at-a-glance pages with 36 color pictures representing railroading's past and present. Winter shots find SP, NYS&W and Soo diesels in the snow. The remaining seasons bring us Santa Maria Valley 2-8-2 100, Denver & Intermountain electric freight motors, a D&H C424, Shays of West Side Lumber and Cass, A-B-B-A UP Es along the Columbia River and many other scenes. Cedco's calendars and datebook sell for $12.00 each (or two for $10.00 each, three or more for $9.00 each) from Cedco Publishing, 2955 Kerner Boulevard, San Rafael, CA 94901. U.S. and Canadian orders add $1.00 per calendar for ship-

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